# Meeting of the Board of Directors

**December 1, 2025 - 1:30 p.m.**

**THEA Headquarters**
**1104 E. Twiggs Street**
**First Floor Board Room**
**Tampa, FL 33602**

For any person who wishes to address the Board, a sign-up sheet is provided at the Board Room entrance. Presentations are limited to three (3) minutes. When addressing the Board, please state your name and address and speak clearly into the microphone. If distributing backup materials, please provide ten (10) copies for the Authority Board members and staff. Any person who decides to appeal any decisions of the Authority concerning any matter considered at its meeting or public hearing will need a record of the proceedings and, for such purpose, may need to hire a court reporter to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which an appeal is to be based.

**I. Call to Order and Pledge of Allegiance**

**II. Public Input/Public Presentations**

**III. Consent Agenda**

1. **Approval of the Minutes of the October 27, 2025, Board Meeting**

**IV. Discussion/Action Items**

**A. Planning and Innovation** – *Bob Frey, Director*

1. **Project Development & Environmental (PD&E) Study Estimate Approval – US 301 PD&E**

   **Purpose:** The US 301 PD&E Study will assess the needs and evaluate alternatives for the US 301 Corridor. This action is to approve a task order with H.W. Lochner, Inc., to perform the PD&E Study. The contract was approved by the Board on September 22, 2025.

   **Funding:** Capital Budget – US 301 PD&E – not to exceed $12,900,000

   **Action:** Request the Board to authorize the Executive Director to execute a task order with H.W. Lochner in an amount not to exceed $12,900,000.

**B. Operations and Engineering – Bennett Barrow, Committee Chair** – *Greg Deese, P.E., Director*

1. **Meridian Pond Restoration - Webber**

   **Purpose:** THEA has identified the need to improve drainage performance on Meridian Avenue by cleaning and re-grading our retention pond.

   **Funding:** Capital Budget – $61,809

   **Action:** Request the Board to authorize the Executive Director to execute a task order with Webber for pond cleaning and grading activities in the amount of $61,809.

2. **South Selmon Capacity Project ASAP Study Phase – Archer Western**

   **Purpose:** Authorize funding of the South Selmon Capacity Project (SSCP) Accelerated Scope Augmentation Phase (ASAP) to determine the viability and cost of potential scope additions and modifications from unsuccessful bidders and collaborative enhancements.

   **Funding:** Capital Budget – $416,885

   **Action:** Request the Board to authorize the Executive Director to execute a task order with Archer Western ASAP items in the amount of $416,885.

**C. Toll Technology and Customer Experience** – *Raul Rosario, Director*

1. **Operational Back-Office Implementation Phase Support BCC/RKK**

   **Purpose:** BCC shall provide toll expert technical consulting services in support of the OBOS initiative through October 2026. In this work, BCC will assist with reviewing data migration and transaction flow design, support the review of system design documentation, evaluate test plans, scripts, and reporting, and provide oversight during testing activities.

   **Funding:** Capital Budget – $260,525

   **Action:** Request the Board to authorize the Executive Director to execute a task order with BCC for OBOS consulting support in the amount of $260,525.

2. **Operational Back-Office System Implementation Phase project management and support HNTB**

   **Purpose:** HNTB will provide comprehensive project management and technical support services in the management and oversight of the OBOS Project through June 2026. This work includes the establishment of structured governance, a review of all documents, participation in all project meetings, coordination and tracking of all project requirements, management of testing and validation activities, and support in achieving future transition milestones from the legacy roadside system.

**Funding:** Capital Budget-$285,385

**Action:** Request the Board to authorize the Executive Director to execute a task order with HNTB for $285,385 to provide consulting support for OBOS implementation.

**D. Legal – Vince Cassidy, Chair –** *Amy Lettelleir, Chief Legal Officer*

1. **Approval of Contractor Selection for the Lakewood Repair Project**

**Purpose:** To select a contractor to repair, remediate, and/or replace the drainage, sidewalk, and retaining wall on the east side of Lakewood Drive in Brandon.

| Firm | Bid Amount |
|---|---|
| Sun Civil, LLC | $236,213.32 |
| Stage Door II, LLC | $309,681.70 |
| Flores Construction Co. | $387,512.00 |
| Ajax Paving Industries of Florida, LLC | $583,424.14 |

**Action:** Request the Board to approve the Evaluation Committee's rankings and direct staff to negotiate a contract with the lowest-bid firm. If negotiations are unsuccessful, staff shall negotiate with the next lowest firm. Contract subject to review and approval of THEA Chief Legal Officer.

2. **Approval of Communications Consultant Services Shortlist**

**Purpose:** To approve the Evaluation Committee's shortlist of firms for Communications Consultant Services.

| Firm | Ranking |
|---|---|
| Playbook | 93.33 |
| Quest | 89.67 |
| Valerin | 86.67 |
| Versant | 82.67 |
| Vistra | 80.67 |

**Action:** Request the Board to approve the Evaluation Committee's shortlist of firms for the Communications Consultant Services contract and to authorize and direct staff to begin conducting interviews with the shortlisted firms.

3. **Approval of the Tampa-Hillsborough County Expressway Authority Interlocal Agreement with the Collier County Tax Collector's Office**

   **Purpose:** To allow customers to pay THEA tolls to the Collier County Tax Collector's Office for the release of registration holds and to provide the procedures for remittance and reporting between the parties.

   **Action:** Authorize THEA's Chairman to execute an Interlocal Agreement with the Collier County Tax Collector's Office.

## V. Staff Reports

**A.** Toll Technology & Customer Experience – *Gary Holland, Toll Systems Manager*

**B.** IT & Security – *Pedro Leon, IT Manager*

## VI. Executive Reports

**A.** Executive Director – *Greg Slater, Executive Director*

1. Director's Report

**B.** Chief Legal Officer – *Amy Lettelleir, Esq.*

1. Election of Board Secretary

**C.** Chairman – *Vincent Cassidy*

1. **Upcoming Meetings**
   - Board Meeting - January 12, 2025
   - Board Workshop – February 9, 2026
   - Board Meeting – February 23, 2026

## VII. Old Business

## VIII. New Business

## IX. Adjournment

Tampa-Hillsborough County Expressway Authority
Minutes of the October 27, 2025, Board Meeting
1104 E. Twiggs Street
Tampa, FL 33602

---

The Tampa-Hillsborough County Expressway Authority held a public meeting at 1:30 p.m. on October 27, 2025, at THEA Headquarters, 1104 E. Twiggs Street in Tampa Florida. The following were present:

**BOARD:**

Vincent Cassidy, Chairman
Bennett Barrow, Vice Chairman
Cody Powell, Member
L.K. Nandam, Member
Commissioner Donna Cameron-Cepeda

**STAFF:**

Greg Slater
Amy Lettelleir
Tim Garrett
Raul Rosario
Keisha Boyd
Bob Frey
Shari Callahan
Charlene Varian
Gary Holland
Brian Ramirez
Brian McElroy
Judith Villegas
Chaketa Mister
Anna Quinones
Lisa Pessina
Pedro Leon
Frederick Pekala
Krishna Rentala

**OTHERS:**

Rick Patterson, Raymond James
Brent Wilder, PFM
Maddi Baptiste, Playbook
Laura Crouch, Playbook
John Generalli, Wells Fargo
Alex Bourne, RS&H
Stephanie Claytor, Quest
Tracey Williams, Infotect
Dylan Albergo, TCP
Branan Anderson, KCA
Rachel Ebner, American Structurepoint
Kent Moore, American Structurepoint
Christina Matthews, WSP
Scarlett Sharpe, WSP
Len Becker, HNTB
Doug Draper, BofA
Snehal Ambare, CDM Smith
Schott Chase, Webber
John Tursky, TransCore
David Franklin, EXP
Sarah Leach, Playbook
Stefanie McQueen, HDR

Chairman Cassidy called the meeting to order at 1:30 pm followed by the Pledge of Allegiance.

**Public Input/Public Presentations –** There was no public input.

**Consent Agenda**

### Approval of the Minutes of the September 22, 2025, Board Meeting

*Chairman Cassidy requested a motion to approve the consent agenda. Mr. Barrow moved approval, seconded by Mr. Powell. The motion carried unanimously.*

Before moving on to the action items, Chairman Cassidy took a moment to introduce and welcome two new THEA Board members, LK Nandam and Cody Powell.

**Discussion/Action Items**

**Operations and Engineering – Bennett Barrow, Committee Chair** – *Judith Villegas, ITS Manager*

1. **South Selmon Capacity Project Public Information Officer (PIO) Services – Playbook Public Relations**

   Ms. Villegas presented a task order for all public information and communication tasks related to the South Selmon Capacity Project through the end of calendar year 2026.

   She requested the Board to authorize the Executive Director to sign a task order with Playbook Public Relations to provide PIO services for the upcoming South Selmon Capacity Project through the end of calendar year 2026, in the amount of $360,870 from the capital budget.

   *Chairman Cassidy requested a motion. Mr. Barrow moved approval, seconded by Mr. Powell.*

   Mr. Slater noted that this task will get us through the end of 2026 and provide an opportunity to gauge the level of community engagement this project will require. Any additional funding requests will come back to the Board at the end of 2026.

   *The motion carried unanimously.*

2. **Construction Engineering and Inspection (CEI) Services for ITS Infrastructure for East Selmon and West Selmon – RK&K**

   Ms. Villegas presented a task order with RK&K for Construction, Engineering, and Inspection (CEI) services for the ITS Infrastructure for East Selmon and West Selmon Projects. The project is anticipated to be completed in three to five years.

   She requested the Board to authorize the Executive Director to sign a task order with RK&K to provide CEI services for the upcoming ITS Deployment Project in the amount of $3,838,305 from the capital budget.

   *Chairman Cassidy requested a motion. Mr. Barrow moved approval, seconded by Mr. Powell. The motion carried unanimously.*

3. **Barrier Gate Purchase – B&B Roadway**

Ms. Villegas discussed the need to replenish stock of barrier gates and ancillary items that are essential to the Reversible Express Lane (REL) gate system.

She requested the Board to authorize the Executive Director to sign a task order with B&B Roadway to purchase REL barrier gates, LED lights, and mechanical relays in the amount of $57,400 from the operations and maintenance budget.

*Chairman Cassidy requested a motion. Mr. Barrow moved approval, seconded by Mr. Powell. The motion carried unanimously.*

Ms. Villegas noted that as part of the wrong-way-driving project, in-pavement lighting is being installed to bring more awareness to the location of the gates. She will provide feedback to the Board once it becomes available.

4. **Selmon Expressway - Hardesty & Hanover**

Ms. Villegas presented a task order to Hardesty & Hanover to provide expert segmental bridge services for the Selmon Expressway.

She requested the Board to authorize the Executive Director to execute a task order with Hardesty & Hanover for $250,000 from the capital budget.

*Chairman Cassidy requested a motion. Mr. Barrow moved approval, seconded by Mr. Powell. The motion carried unanimously.*

5. **Selmon Expressway – Burgess & Niple**

Next, Ms. Villegas presented a task order for Burgess & Niple to provide monitoring and inspection services for the Selmon Expressway.

She requested the Board to authorize the Executive Director to execute task orders with Burgess & Niple for $58,337 from the capital budget.

*Chairman Cassidy requested a motion. Mr. Barrow moved approval, seconded by Mr. Powell. The motion carried unanimously.*

6. **Whiting Street Pre-design – KCA**

The final item presented by Ms. Villegas was related to efforts to mitigate design risk on the Whiting Street Project by performing a drainage study on the project area and initiating long duration activities such as survey and geotechnical analysis.

She requested the Board to authorize the Executive Director to execute a task order with KCA to begin Whiting Street pre-design activities in the amount of $642,554 from the capital budget.

*Chairman Cassidy requested a motion. Mr. Barrow moved approval, seconded by Mr. Powell. The motion carried unanimously.*

**Information Technology & Security** – *Shari Callahan, Director*

1. **Network Virtualization Enhancements – Infotect Design Solutions**

   Ms. Callahan discussed the need to create greater efficiencies from THEA-owned operations network servers through virtualization and to enhance security by upgrading the operating system of these servers.

   She requested the Board to authorize the Executive Director to execute a task order with Infotect to enhance and virtualize the operations network in the amount of $69,043 from the capital budget.

   *Chairman Cassidy requested a motion. Mr. Barrow moved approval, seconded by Mr. Powell.*

   Chairman Cassidy asked for clarification on creating greater efficiencies and what savings might be incurred with this expenditure.

   Ms. Callahan noted that she has not conducted such an analysis, though there are multiple savings factors when you virtualize. For example, less power consumption, and consolidated network services. She will conduct an analysis and provide that information at a future date.

   Mr. Slater added that as part of that efficiency, these environments are much more secure, so it is easier to keep them up to date and manage security.

   *The motion carried unanimously.*

2. **DYNAC Software Migration Support – Kapsch**

   Ms. Callahan presented a request to migrate the DYNAC software for the Reversible Express Lanes to a more secure network environment. The work includes backup of the software for the migration, validation of the DYNAC database, data migration to the new hardware and preliminary and final acceptance testing.

   She requested the Board to authorize the Executive Director to execute a task order with Kapsch to migrate the DYNAC software to the virtualized operations network in the amount of $59,987 from the capital budget.

   *Chairman Cassidy requested a motion. Mr. Barrow moved approval, seconded by Mr. Powell. The motion carried unanimously.*

3. **DYNAC Software 3-Year Maintenance - Kapsch**

   Finally, Ms. Callahan presented an item to provide support for the ongoing maintenance of the DYNAC software by providing preventative and demand responsive maintenance activities for the next 3 years to ensure the functionality of the Reversible Express Lanes.

She requested the Board to authorize the Executive Director to execute a task order with Kapsch to maintain the DYNAC software for the next 3 years in the amount of $298,498 from the capital budget.

*Chairman Cassidy requested a motion. Mr. Barrow moved approval, seconded by Mr. Powell. The motion carried unanimously.*

**Legal – Vince Cassidy, Chair –** *Amy Lettelleir, Chief Legal Officer*

1. **Approval of the amended 400 Series Policy**

   Ms. Lettelleir presented the amended Operations and Maintenance Policies, which have been updated to align with industry best practices and operational accuracy.

   She requested the Board approve the Operations and Maintenance 400 Series Policy, as amended.

   *Chairman Cassidy requested a motion. Mr. Barrow moved approval, seconded by Mr. Powell. The motion carried unanimously.*

**Staff Reports**

A. **Budget & Finance** – *Jeff Seward, Chief Financial Officer*

Mr. Seward provided a report on the FY2025 Unaudited Budget.

He first pointed out that the FY2025 unaudited numbers were used in the Moody's outlook update, moving THEA from stable to positive. He noted the audited financial reports and ACFR will be presented to the board in for review during the January meeting.

He also noted that THEA's FY2024 ACFR just received Certificate of Excellence in Financial Planning by the Government Finance Officers Association. We will be submitting the FYF2025 ACFR for consideration as well. This is our second year receiving that award.

Mr. Seward reviewed the numbers, beginning with toll revenues. He pointed out a variance, which was due to Hurricane Milton and expenses related to the Toll Rebate Program. Investment/interest income exceeded what was anticipated and is due to cash balances we had in anticipation of the South Selmon Capacity Project, which will begin this year.

Mr. Seward noted that on the expenditure side, THEA underspent in FY2025. He pointed out an overspend in Planning & Innovation, this is due to changes in the budgeting process and moving planning activities from the capital budget to operating budget. He also noted an overspend in General Administration due to a professional development, including several leadership programs for staff. Overall – THEA underspent the FY2025 operating budget.

Next, Mr. Seward reported on the Debt Service Ratio. THEA has a requirement of 1.3X and a policy of 1.5X. We look at finishing FY26 (unaudited) at 3.16X.

Mr. Seward presented the FY2025 unaudited budget for capital, pointing out a variance, much of which was due to a number of issues that impact projects, such as rescoping, pushing out notices to proceed, etc. We are reassessing as we prepare for the FY2027 capital program and homing in on the projects that can be procured.

Chairman Cassidy asked about the confidence level that there will not be a large variance of underspend. Mr. Seward noted THEA should not have an underspend in the capital program. Mr. Slater added that each year, THEA is getting more precise with its budget, which he believes to be a major factor in the upgraded outlook with Moody's.

Finally, Mr. Seward provided a FY2026 Year-to-Date overview, including the addition of a column to indicate what THEA expected to spend. For revenue the column represents the expectation from our T&R report by month. For revenue, the actual/expected is right where we expected it to be. On the expenditure side there are variances, which he explained. He reviewed the capital expenditures, noting that the adopted budget is a good target for this fiscal year.

Mr. Barrow asked if the Board could get a high-level capital budget financial summary for the South Selmon Capacity Project. Mr. Seward responded in the affirmative, noting that something similar is being prepared for the OBOS and RTCS projects.

Mr. Slater added that one of the tools THEA uses in managing these projects is looking at expenditures versus project progress and making sure they are aligned.

**B. Toll Technology & Customer Experience** – *Gary Holland, Toll Systems Manager*

Mr. Holland presented the toll statistics for September 2025.

The Chairman noted there was a toll impact from Milton and asked if there was also one for Helene. Mr. Holland noted there was no suspension for Helene. Mr. Nandam added that Helene was not a direct hit and that was a factor.

Mr. Holland reported total transactions at 6,557,415, a year-over-year increase of almost 500,000. Average weekly transactions on the West Extension are up 7.3%, 8.1% on the West Mainline, 7.2% on the East Mainline, and 21.8% on the REL.

The transponder/toll-by-plate transactions are at 66 % transponder and 34% toll-by-plate.

Mr. Slater noted that, in thinking about the context of the growth that we have seen it is dramatic. We have leveled off at around 3%, but our transactions and our traffic are up 80% over the last ten years and 150% over the last 15 years.

C. **Communications & Community Engagement** – *Keisha Pickett Boyd, Director*

Ms. Pickett Boyd highlighted the positive media attention surrounding the South Selmon Capacity Project, as well as the featured coverage in the Tampa Bay Business Journal regarding THEA's new bond rating.

She reported on THEA's recent recognition for the Selmon Greenway Master Plan and the East Selmon Slip Ramp Project. Ms. Pickett Boyd also shared some of the many events in which THEA's participation is driving dialog, including the Transportation Supersession, the Business Observer's podcast, Toll Talk podcast, and an editorial in Think Magazine. Mr. Slater also presented an update on US 301 PD&E to the Hillsborough County BOCC.

Ms. Pickett Boyd mentioned the news coverage of THEA's new and re-appointed Board members and highlighted speaking engagements and sponsorships of which THEA was a part.

She reviewed THEA's publicity metrics for August 5-October 7, noting more than $925K in earned media, and an increase in social media followers.

Finally, Ms. Pickett Boyd announced that Mr. Slater was an Apogee Outstanding Leader nominee and was also named one of Florida's most influential business leaders in the Florida 500, and Ms. Lettelleir was elected to the IBTTA Board of Directors.

## Executive Reports

**Executive Director – *Greg Slater, Executive Director***

Mr. Slater reported on the following:

- A reminder about work zone safety – he mentioned a recent incident on the Selmon Expressway that occurred when a driver, who admitted to being inattentive, struck our attenuator protection truck (no injuries were involved).
- THEA received notice that we were awarded a Certificate of Achievement for Excellence in Financial Reporting for the second year in a row from the GFOA. Special thanks to Mr. Seward and Ms. Pessina for the hard work that goes into the reporting, as well as throughout the year.
- The Roadside Tolling Infrastructure procurement advertised on October 13.
- The South Selmon Capacity Project is awarded and underway in final design and in the ASAP phase.
- Whiting Street final design is awarded and progressing.
- US 301 scope clarification and collaboration with Lochner is complete. He will be working with Don Skelton to ensure things stay on track. Mr. Skelton will also work closely with FDOT and FTE. Costs from the negotiation will come to the Board in December.

- OBOS is underway and early collaboration and project development is going well with Neology.
- We have new design and CEI contracts in place and the ITS design-build and Real Estate RFP will soon be before the Board for approval.

Mr. Slater announced that he has joined the Board of Directors at the Tampa Downtown Partnership. He will also be leading a conversation on transportation at the Future of Florida Forum with the Florida Chamber, as well as participating in the Tampa Bay Developer Podcast. Last week he participated in the Fox 13 Mark Wilson Podcast.

Mr. Slater congratulated Ms. Lettelleir for her appointment to the IBTTA Board, and Julie Aure on the birth of her new baby.

Finally, he thanked Board members for serving and noted that former member John Weatherford will be recognized at a future Board meeting.

Chairman Cassidy commented that looking back eight years ago traveling the world to participate in technology in transportation conferences, all anyone wanted to talk about was connected and autonomous vehicles. Last year we visited Portugal, and it was all about safety – Europe is focused on zero fatalities on their toll roads by 2030. Most recently in Denver, it was all about AI. He noted that all these topics have dominated the conversation, and THEA is involved in it all.

**Chief Legal Officer – *Amy Lettelleir, Esq.***

Ms. Lettelleir congratulated the Board on the successful award of the South Selmon Capacity Project and recognized outgoing Board member John Weatherford for his service.

Mr. Powell circled back to the US 301 PD&E and asked if there has been any discussion during Mr. Slater's presentation to the Board of County Commissioners about modifying the US 301 PD&E Study to consider extending down into Sun City Center with all the growth the area has experienced.

Mr. Slater noted that the topic was not discussed during his presentation, but he has had conversations with some Commissioners. It's really been feedback we've received from the community – can we build it faster and can we go further south. As we get further into the PD&E process, we will let the growth dictate how far we go. Mr. Slater noted THEA will explore the feasibility, adding that he expects it to be a big topic as we move forward with the PD&E.

## Upcoming Meetings

- Board Meeting – December 1, 2025
- Board Meeting - January 12, 2025

## Old Business

No old business.

## New Business

No new business.

## Adjournment

With no further business, the meeting adjourned at 2:11 p.m.

**APPROVED:** ___________________________ ATTEST**:** ______________________________
**Chairman: Vincent J. Cassidy** **Vice Chairman: Bennett Barrow**

**DATED THIS 1ST DAY OF DECEMBER 2025.**

# US 301 Project Description

## STUDY DESCRIPTION AND OBJECTIVES

### Description

THEA is evaluating an extension of the Selmon Expressway in the US 301 corridor from south of Big Bend Road to the Selmon Expressway, approximately 16 miles. The new tolled four lane (two lanes in each direction) roadway is proposed in the median of US 301 on may be on an elevated structure, where necessary. The roadway would be elevated over Interstate 75 (I-75) with no connection proposed. The existing Selmon Expressway at US 301 interchange will be improved with slip ramps to provide for on/off movements, and a flyover is proposed at Bloomingdale Avenue to enhance intersection operations. Reconstruction or widening of US 301 may be required to accommodate the roadway.

### Study Objectives

The study will analyze and assess the project’s impact on the social, economic, cultural, natural, and physical environment, and develop the location and design concept of the project in accordance with FDOT Policies, Procedures, Manuals and Guidelines.
The Study will ultimately recommend a preferred alternative of ramp development, intersection/interchange improvements at ramps, determination of required structures, reconstruction or widening of US 301, public involvement encompassing all communities and demographics, and an implementation plan for feasible traffic management strategies. The project is anticipated to use a 48-month schedule.

## PUBLIC INVOLVEMENT

The intent of public involvement is to engage the public, including property owners, tenants, business owners and operators, public officials and agencies, facility users, interested parties, and special interest groups, during the development of transportation projects.

## ENGINEERING ANALYSIS AND CONSIDERATIONS

The study activities include conducting and preparing engineering analyses and reports which shall be done under the direction of the THEA Project Manager following the guidelines of the FDOT PD&E Manual.

The Study will develop and analyze conceptual design alternatives to address the Purpose and Need that justifies the project. Prior to evaluating alternatives, engineering analysis must demonstrate that maximization of the existing system, through various TSM&O strategies, will not meet the purpose and need for the project warranting construction or widening of the facility.

If TSM&O improvements cannot meet the demand the Study will identify a proposed design concept (the preferred alternative) to advance to the design phase based on engineering analysis, the public involvement process, and environmental analysis.

## Environmental Analysis and Reports

Tasks described within this section direct work efforts applicable to the environmental analysis, coordination, and documentation for this Study to demonstrate that no disproportionate impacts will occur by implementing the preferred alternative. Prior to beginning any environmental work, the study must review the ETDM Programming Screen Summary Report housed at FDOT, which includes the summary degree of effects, resource agencies' comments, potential permits, GIS information, and Class of Action. This review will support the THEA's ability to adequately assess the potential for project alternatives to affect known environmental resource issues.

The Study will collect pertinent environmental data, conduct analyses, assist the THEA in coordination, and document the results of this analysis within technical reports or memoranda. The analyses, coordination, and reporting will be performed and presented in accordance with the PD&E Manual.

## Final Environmental Document

The Study will prepare a Final Environmental Document in accordance with the *FDOT PD&E Manual*. When another agency is serving as a joint lead agency with FDOT, or is the lead agency, THEA must address that agency's NEPA requirements, including requirements not normally included in an FDOT Environmental Document. All projects must demonstrate compliance with planning consistency prior to approval of the Final Environmental Document.

## ESTIMATE OF WORK EFFORT AND COST - PRIME CONSULTANT

| | | | |
|---|---|---|---|
| Name of Project: | US 301 PD&E Study from S of Big Bend Rd to Selmon Expressway | Consult. Name: | H. W. Lochner, Inc. |
| County: | Hillsborough | Consult. No. | |
| FPN: | 454107-1 | Date: | 11/25/2025 |
| FAP No.: | | Estimator: | insert name |

| Staff Classification | Total Staff Hours From "SH Summary - Firm" | Project Manager 3 | Chief Engineer 2 | Chief Engineer 1 | Senior Engineer 2 | Senior Engineer 1 | Engineer 2 | Engineer 1 | Engineer Intern | Chief Designer | Senior Designer | Designer | Chief Scientist | Enviromental Specialist | Project Planner | Planner | Secretary/ Clerical | SH By Activity | Salary Cost By Activity | Average Rate Per Task |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | $337.53 | $362.53 | $345.65 | $312.19 | $286.74 | $237.62 | $183.85 | $135.62 | $212.75 | $194.47 | $173.24 | $272.33 | $113.60 | $147.38 | $123.09 | $128.75 | | | |
| Project Description and Objectives | 2,079 | 520 | 771 | 352 | 42 | 0 | 22 | 164 | 0 | 0 | 42 | 0 | 166 | 0 | 0 | 0 | 0 | 2,079 | $678,560.57 | $326.39 |
| Public Involvement | 2,297 | 919 | 115 | 459 | 0 | 0 | 115 | 115 | 0 | 0 | 115 | 344 | 115 | 0 | 0 | 0 | 0 | 2,297 | $672,279.98 | $292.68 |
| Engineering Analyses and Considerations | 23,662 | 473 | 473 | 2,369 | 4,732 | 2,367 | 3,076 | 3,549 | 1,183 | 1,183 | 1,183 | 1,183 | 0 | 0 | 945 | 946 | 0 | 23,662 | $5,792,212.54 | $244.79 |
| Environmental Analysis and Reports | 758 | 76 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 364 | 280 | 0 | 0 | 0 | 758 | $163,171.52 | $215.27 |
| Environmental Document | 567 | 57 | 28 | 58 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 340 | 28 | 0 | 0 | 0 | 567 | $158,802.79 | $280.08 |
| **Total Staff Hours** | 29,363 | 2045 | 1387 | 3238 | 4802 | 2367 | 3213 | 3828 | 1183 | 1183 | 1340 | 1593 | 985 | 308 | 945 | 946 | 0 | 29,363 | | |
| **Total Staff Cost** | | $690,248.85 | $502,829.11 | $1,119,214.70 | $1,499,136.38 | $678,713.58 | $763,473.06 | $703,777.80 | $160,438.46 | $251,683.25 | $260,589.80 | $275,971.32 | $268,245.05 | $34,988.80 | $139,274.10 | $116,443.14 | $0.00 | | **$7,465,027.40** | **$254.23** |

Check = $7,465,027.40

| Survey Field Days by Subconsultant |
|---|
| 4 - Person Crew: |

Notes:
1. This sheet to be used by Prime Consultant to calculate the Grand Total fee.
2. Manually enter fee from each subconsultant. Unused subconsultant rows may be hidden.
3. Enter the rate for each classification in Row 9.

| | | | |
|---|---|---|---|
| SALARY RELATED COSTS: | | | $7,465,027.40 |
| OVERHEAD: | | 0.00% | $0.00 |
| OPERATING MARGIN: | | 0.00% | $0.00 |
| FCCM (Facilities Capital Cost Money): | | 0.000% | $0.00 |
| EXPENSES: | | 0.00% | $0.00 |
| **SALARY RELATED SUBTOTAL:** | | | **$7,465,027.40** |
| Survey (Field - if by Prime) | 0.00 | 4-man crew days @ $ - / day | $0.00 |
| **SUBTOTAL - PRIME** | | | **$7,465,027.40** |
| Subconsultant: Adams Traffic | | | $226,238.08 |
| Subconsultant: Arehna Engineering | | | $17,358.19 |
| Subconsultant: Consor N.A. | | | $775,965.77 |
| Subconsultant: Cotleur & Hearing | | | $91,492.06 |
| Subconsultant: CMT | | | $695,453.63 |
| Subconsultant: ECHO UES | | | $0.00 |
| Subconsultant: Faller Davis | | | $92,141.60 |
| Subconsultant: GM2 Associates | | | $1,613,669.25 |
| Subconsultant: Hardesty & Hanover | | | $1,372,855.21 |
| Subconsultant: I.F. Rooks | | | $0.00 |
| Subconsultant: IAA | | | $46,042.09 |
| Subconsultant: Janus Research | | | $192,902.45 |
| Subconsultant: Landis Evans | | | $257,434.21 |
| Subconsultant: VIBE | | | $53,419.98 |
| **SUBTOTAL ESTIMATED FEE:** | | | **$12,899,999.92** |
| Optional Services | | | $0.00 |
| **GRAND TOTAL ESTIMATED FEE:** | | | **$12,899,999.92** |

November 17, 2025

Tampa-Hillsborough Expressway Authority

ATTN: Brian McElroy

Project Manager II

1104 East Twiggs Street, Suite 300

Tampa, Florida 33602

RE: C/O Proposal – Meridian Ave Pond #2 Cleaning.

Brian:

Please accept this proposal for Meridian Ave Pond #2 Cleaning.

Work will consist of the removal and clearing of all overgrown growth in pond area. Remove/dispose of the existing debris. Dredge pond to be brought back to near the original configuration to function as originally designed.

Locations and Design are pre-determined by the Expressway Authority. Work will be done by a subcontractor. Does not include getting any permits if required to perform the work.

The work will be accomplished per THEA request at an F/I lump sum cost of $ 61,808.48

Pond Clean up and Dredge $56,477.85

Rip Rap and Bedding Stone (if needed) $5330.63

Please contact me at 813-299-2459 with any questions or concerns.

Thanks,

Scott Chase

Scott Chase

Project Manager

MEMORANDUM

**Date:** November 10th, 2025

**To:** Brian Muller

**From:** James Englert, PE, ENV SP; Ricky Grogan, P.E.

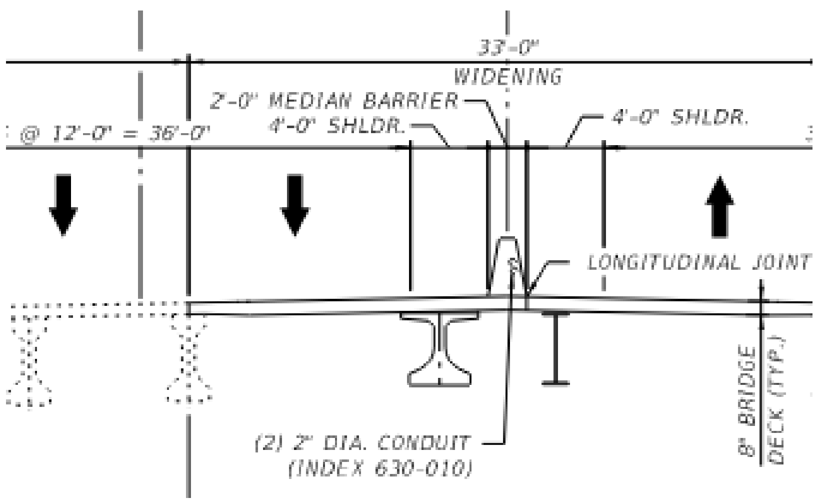
**CC:** Justin Fries, PE, DBIA; Nathan Henderson

**Subject:** THEA Project 0-2225 – South Selmon Capacity Project – ASAP Scope – Deck Separation at Howard/Watrous

# ASAP SCOPE – Deck Separation at Howard/Watrous

General Description

Our technical proposal package shows three span twin structures with two traffic barriers along the inside face. This ASAP proposes to use one single sloped median barrier with a continuous longitudinal open joint along the curb line of the median (See sketch below).




Anticipated Design Scope

- Update GP&E
- Update typical section
- Update construction sequence (2 of 2)
- Update abutment (1 of 2)
- Update abutment (2 of 2)
- Add joint details

Anticipated Construction Estimating Scope

- Evaluate changes to overhangs and forming methods
- Evaluate elimination of barrier wall line and change to median barrier

## ESTIMATE OF WORK EFFORT AND COST - PRIME CONSULTANT

| | | | |
|---|---|---|---|
| Name of Project: | South Selmon Capacity Design Build | Consultant Name: | H&H |
| County: | Hillsborough County | Consultant No.: | 6793.03 |
| FPN: | Project No. O-2225 | Date: | 11/14/2025 |
| FAP No.: | 54321 | Estimator: | Englert |

| Staff Classification | Total Staff Hours From "SH Summary - Firm" | Project Manager 3 | Chief Engineer 1 | Chief Engineer 2 | Senior Engineer 1 | Senior Engineer 2 | Engineer 1 | Engineer 2 | Sr. Engineering Technician | Engineering Intern | Engineering Technician | Senior Architect | Project Architect | Architect | Architect Intern | SH By Activity | Salary Cost By Activity | Average Rate Per Task |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | $294.00 | $309.00 | $369.00 | $264.00 | $288.00 | $156.00 | $192.00 | $201.00 | $135.00 | $117.00 | $273.00 | $258.00 | $186.00 | $138.00 | | | |
| 3. Project Common and Project General Tasks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 4. Roadway Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 5. Roadway Plans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 6a. Drainage Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 6b. Drainage Plans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 6c. Selective C&G | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 7. Utilities | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 8. Environmental Permits,and Env. Clearances | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 9. Structures - Misc. Tasks, Dwgs, Non-Tech. | 12 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 12 | $2,997 | $249.75 |
| 10. Structures - Bridge Development Report | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 11. Structures - Temporary Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 12. Structures - Short Span Concrete Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 13. Structures - Medium Span Concrete Bridge | 30 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 30 | $5,274 | $175.80 |
| 14. Structures - Structural Steel Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 15. Structures - Segmental Concrete Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 16. Structures - Movable Span | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 17. Structures - Retaining Walls | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 18. Structures - Miscellaneous | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 19. Signing & Pavement Marking Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 20. Signing & Pavement Marking Plans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 21. Signalization Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 22. Signalization Plans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 23. Lighting Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 24. Lighting Plans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 25. Landscape Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 26. Landscape Plans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 27. Survey (Field & Office Support) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 28. Photogrammetry | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 29. Mapping | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 30. Terrestrial Mobile LiDAR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 31. Architecture Development | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 31T. Toll Facility Development | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 32. Noise Barriers Impact Design Assessment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 33. Intelligent Transportation Systems Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 34. Intelligent Transportation Systems Plans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 35. Geotechnical | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| **Total Staff Hours** | 42 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 42 | | |
| **Total Staff Cost** | | $0.00 | $0.00 | $0.00 | $0.00 | $4,896.00 | $0.00 | $0.00 | $0.00 | $3,375.00 | $0.00 | $0.00 | $0.00 | | | | **$8,271.00** | **$196.93** |
| | | | | | | | | | | | | | | | | Check = | $8,271.00 | |

| | |
|---|---|
| Survey Field Days by Subconsultant | |
| 4 - Person Crew: | |

Notes:

1. This sheet to be used by Prime Consultant to calculate the Grand Total fee.

2. Manually enter fee from each subconsultant. Unused subconsultant rows may be hidden.

| | | | | |
|---|---|---|---|---|
| SALARY RELATED COSTS: | | | | $8,271.00 |
| OVERHEAD: | | 0% | | $0.00 |
| OPERATING MARGIN: | | 0% | | $0.00 |
| FCCM (Facilities Capital Cost Money): | | 0.00% | | $0.00 |
| EXPENSES: | | 0.00% | | $0.00 |
| Survey (Field - if by Prime) | 0 | 4-person crew days @ | $ - / day | $0.00 |
| **SUBTOTAL ESTIMATED DESIGN FEE:** | | | | **$8,271.00** |
| **SUBTOTAL ESTIMATED POST DESIGN FEE:** | | | | **$0.00** |
| Subconsultant: | ARDURRA | | | $0.00 |
| Subconsultant: | TERRACON | | | $0.00 |
| Subconsultant: | T2 | | | $0.00 |
| Subconsultant: | REED BURKETT | | | $0.00 |
| Subconsultant: | VIBE | | | $0.00 |
| Subconsultant: | QUEST | | | $0.00 |
| Subconsultant: | INTERA | | | $0.00 |
| Subconsultant: | FBT | | | $0.00 |
| Subconsultant: | Sub 9 | | | $0.00 |
| Subconsultant: | Sub 10 | | | $0.00 |
| Subconsultant: | Sub 11 | | | $0.00 |
| Subconsultant: | 7.5% Subconsultant Management | | | $0.00 |
| **SUBTOTAL ESTIMATED FEE:** | | | | **$8,271.00** |
| Geotechnical Field and Lab Testing | | | | $0.00 |
| Survey Crew Days | | | | $0.00 |
| **SUBTOTAL ESTIMATED FEE:** | | | | **$8,271.00** |
| T2 PDS | | | | |
| Terracon PDS | | | | **$0.00** |
| Success Fee | | | | $0.00 |
| **GRAND TOTAL ESTIMATED FEE:** | | | | **$8,271.00** |

## ESTIMATE OF WORK EFFORT AND COST - PRIME CONSULTANT

| | | | |
|---|---|---|---|
| Name of Project: | South Selmon Capacity Project | Consult. Name | Archer Western |
| County: | Hillsborough County | Consult. No. | N/A |
| FPN: | Project No. O-2225 | Date: | 11/14/2025 |
| FAP No.: | Deck Separation at Howard/Watrous | Estimator: | R. Grogan |

| Staff Classification | Total Staff Hours From "SH Summary - Firm" | Construction Project Manager | Project Superintendent | Innovation Technical Advisors | Construction D-B Coordinator | Construction Superintendent | Segement Manager | Project Scheduler | Chief Estimator | Senior Estimator | Estimator | | | SH By Activity | Salary Cost By Activity | Average Rate Per Task |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | $268.22 | $309.44 | $417.24 | $186.47 | $292.12 | $176.40 | $267.96 | $327.02 | $254.80 | $210.83 | $0.00 | $0.00 | | | |
| Management Services | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | $0.00 |
| Preconstruction Services | 20 | 6 | 6 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | $5,419 | $270.96 |
| Cost Estimating | 18 | 3 | 2 | 5 | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 20 | $6,419 | $320.94 |
| Project Schedule | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | $536 | $268.09 |
| **Total Staff Hours** | 40 | 10 | 8 | 7 | 6 | 0 | 0 | 1 | 5 | 5 | 0 | 0 | 0 | 42 | | |
| **Total Staff Cost** | | $2,682.20 | $2,475.52 | $2,920.68 | $1,118.82 | $0.00 | $0.00 | $267.96 | $1,635.10 | $1,274.00 | $0.00 | $0.00 | $0.00 | | **$12,374.28** | **$294.63** |

Check = $12,374.28

1. This sheet to be used by Prime Consultant to calculate the Grand Total fee.
2. Manually enter fee from each subconsultant. Unused subconsultant rows may be hidden.
3. Enter the rate for each classification in Row 9.

| | | | | |
|---|---|---|---|---|
| SALARY RELATED COSTS: | | | | ######### |
| OPERATING MARGIN: | | 0.00% | | $0.00 |
| **SALARY RELATED SUBTOTAL:** | | | | ######### |
| Survey (Field - if by Prime) | 0.00 | 4-man crew da | $ - / day | $0.00 |
| **SUBTOTAL - PRIME** | | | | ######### |
| **SUBTOTAL ESTIMATED FEE:** | | | | ######### |
| Optional Services | | | | $0.00 |
| **GRAND TOTAL ESTIMATED FEE:** | | | | **$12,374.28** |

MEMORANDUM

**Date:** November 11th, 2025

**To:** Brian Muller, PE, James Vansteenburg, PE

**From:** Ricky Grogan, PE, James Englert, PE, ENV SP

**CC:** Justin Fries, PE, DBIA; Nathan Henderson

**Subject:** THEA Project 0-2225 – South Selmon Capacity Project – Narrow Outside Widening

## ASAP SCOPE – #3 Narrow Outside Widening

General Description

Full depth reconstruction of narrow portions of roadway is required between the outside edge of the junction slab and the existing roadway section. This ASAP proposes to eliminate the Stabilization and Base and install 1' of concrete and overbuild.

Anticipated Design Scope

- Determine limits of narrow outside widening
- Develop detail of narrow outside widening
- Update roadway plan sheets
- Update typical section package

Anticipated Construction/Estimating Scope

- Perform take-offs and comparison related to a reduction in stabilization/base and increase in concrete/rebar.
- Estimate the scope for concrete/overbuild and perform a comparison to the technical proposal submission.
- Evaluate if there is any modification to the schedule and perform a review for maintenance of traffic.
- Modify the CPM schedule to correlate with the scope change.

## ESTIMATE OF WORK EFFORT AND COST - PRIME CONSULTANT

Name of Project: South Selmon Capacity Design Build
County: Hillsborough County
FPN: Project No. O-2225
FAP No.: 54321

Consultant Name: H&H
Consultant No.: 6793.03
Date: 11/14/2025
Estimator: Englert

| Staff Classification | Total Staff Hours From "SH Summary - Firm" | Project Manager 3 | Chief Engineer 1 | Chief Engineer 2 | Senior Engineer 1 | Senior Engineer 2 | Engineer 1 | Engineer 2 | Sr. Engineering Technician | Engineering Intern | Engineering Technician | Senior Architect | Project Architect | Architect | Architect Intern | SH By Activity | Salary Cost By Activity | Average Rate Per Task |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | $294.00 | $309.00 | $369.00 | $264.00 | $288.00 | $156.00 | $192.00 | $201.00 | $135.00 | $117.00 | $273.00 | $258.00 | $186.00 | $138.00 | | | |
| 3. Project Common and Project General Tasks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 4. Roadway Analysis | 50 | 0 | 0 | 2 | 10 | 0 | 0 | 10 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 50 | $9,078 | $181.56 |
| 5. Roadway Plans | 31 | 0 | 0 | 2 | 6 | 0 | 0 | 6 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 31 | $5,769 | $186.10 |
| 6a. Drainage Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 6b. Drainage Plans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 6c. Selective C&G | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 7. Utilities | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 8. Environmental Permits,and Env. Clearances | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 9. Structures - Misc. Tasks, Dwgs, Non-Tech. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 10. Structures - Bridge Development Report | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 11. Structures - Temporary Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 12. Structures - Short Span Concrete Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 13. Structures - Medium Span Concrete Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 14. Structures - Structural Steel Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 15. Structures - Segmental Concrete Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 16. Structures - Movable Span | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 17. Structures - Retaining Walls | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 18. Structures - Miscellaneous | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 19. Signing & Pavement Marking Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 20. Signing & Pavement Marking Plans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 21. Signalization Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 22. Signalization Plans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 23. Lighting Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 24. Lighting Plans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 25. Landscape Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 26. Landscape Plans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 27. Survey (Field & Office Support) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 28. Photogrammetry | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 29. Mapping | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 30. Terrestrial Mobile LiDAR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 31. Architecture Development | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 31T. Toll Facility Development | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 32. Noise Barriers Impact Design Assessment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 33. Intelligent Transportation Systems Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 34. Intelligent Transportation Systems Plans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 35. Geotechnical | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| **Total Staff Hours** | 81 | 0 | 0 | 4 | 16 | 0 | 0 | 16 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 81 | | |
| **Total Staff Cost** | | $0.00 | $0.00 | $1,476.00 | $4,224.00 | $0.00 | $0.00 | $3,072.00 | $0.00 | $6,075.00 | $0.00 | $0.00 | $0.00 | | | | **$14,847.00** | **$183.30** |
| | | | | | | | | | | | | | | | | Check = | $14,847.00 | |

| Survey Field Days by Subconsultant |
|---|
| 4 - Person Crew: |

Notes:

1. This sheet to be used by Prime Consultant to calculate the Grand Total fee.

2. Manually enter fee from each subconsultant. Unused subconsultant rows may be hidden.

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| SALARY RELATED COSTS: | | | | | | | | $14,847.00 |
| OVERHEAD: | | | 0% | | | | | $0.00 |
| OPERATING MARGIN: | | | 0% | | | | | $0.00 |
| FCCM (Facilities Capital Cost Money): | | | 0.00% | | | | | $0.00 |
| EXPENSES: | | | 0.00% | | | | | $0.00 |
| Survey (Field - if by Prime) | | 0 | 4-person crew days @ | | | $ - | / day | $0.00 |
| **SUBTOTAL ESTIMATED DESIGN FEE:** | | | | | | | | **$14,847.00** |
| **SUBTOTAL ESTIMATED POST DESIGN FEE:** | | | | | | | | **$0.00** |
| Subconsultant: | ARDURRA | | | | | | | $0.00 |
| Subconsultant: | TERRACON | | | | | | | $0.00 |
| Subconsultant: | T2 | | | | | | | $0.00 |
| Subconsultant: | REED BURKETT | | | | | | | $0.00 |
| Subconsultant: | VIBE | | | | | | | $0.00 |
| Subconsultant: | QUEST | | | | | | | $0.00 |
| Subconsultant: | INTERA | | | | | | | $0.00 |
| Subconsultant: | FBT | | | | | | | $0.00 |
| Subconsultant: | Sub 9 | | | | | | | $0.00 |
| Subconsultant: | Sub 10 | | | | | | | $0.00 |
| Subconsultant: | Sub 11 | | | | | | | $0.00 |
| Subconsultant: | 7.5% Subconsultant Management | | | | | | | $0.00 |
| **SUBTOTAL ESTIMATED FEE:** | | | | | | | | **$14,847.00** |
| Geotechnical Field and Lab Testing | | | | | | | | $0.00 |
| Survey Crew Days | | | | | | | | $0.00 |
| **SUBTOTAL ESTIMATED FEE:** | | | | | | | | **$14,847.00** |
| T2 PDS | | | | | | | | |
| Terracon PDS | | | | | | | | **$0.00** |
| Success Fee | | | | | | | | $0.00 |
| **GRAND TOTAL ESTIMATED FEE:** | | | | | | | | **$14,847.00** |

## ESTIMATE OF WORK EFFORT AND COST - PRIME CONSULTANT

Name of Project: South Selmon Capacity Project
County: Hillsborough County
FPN: Project No. O-2225
FAP No.: Narrow Outside Widening Improvement

Consult. Name Archer Western
Consult. No. N/A
Date: 11/14/2025
Estimator: R. Grogan

| Staff Classification | Total Staff Hours From "SH Summary - Firm" | Construction Project Manager | Project Superintendent | Innovation Technical Advisors | Construction D-B Coordinator | Construction Superintendent | Segement Manager | Project Scheduler | Chief Estimator | Senior Estimator | Estimator | | | SH By Activity | Salary Cost By Activity | Average Rate Per Task |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | $268.22 | $309.44 | $417.24 | $186.47 | $292.12 | $176.40 | $267.96 | $327.02 | $254.80 | $210.83 | $0.00 | $0.00 | | | |
| Management Services | 8 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | $1,492 | $186.47 |
| Preconstruction Services | 4 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | $764 | $254.71 |
| Cost Estimating | 28 | 4 | 3 | 7 | 0 | 0 | 0 | 0 | 7 | 7 | 0 | 0 | 0 | 28 | $8,995 | $321.24 |
| Project Schedule | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | $536 | $268.09 |
| **Total Staff Hours** | 42 | 6 | 4 | 7 | 9 | 0 | 0 | 1 | 7 | 7 | 0 | 0 | 0 | 41 | | |
| **Total Staff Cost** | | $1,609.32 | $1,237.76 | $2,920.68 | $1,678.23 | $0.00 | $0.00 | $267.96 | $2,289.14 | $1,783.60 | $0.00 | $0.00 | $0.00 | | **$11,786.69** | **$287.48** |

Check = $11,786.69

1. This sheet to be used by Prime Consultant to calculate the Grand Total fee.
2. Manually enter fee from each subconsultant. Unused subconsultant rows may be hidden.
3. Enter the rate for each classification in Row 9.

| | | | |
|---|---|---|---|
| SALARY RELATED COSTS: | | | $11,786.69 |
| OPERATING MARGIN: | | 0.00% | $0.00 |
| **SALARY RELATED SUBTOTAL:** | | | **$11,786.69** |
| Survey (Field - if by Prime) | 0.00 | 4-man crew da $ - / day | $0.00 |
| **SUBTOTAL - PRIME** | | | **$11,786.69** |
| **SUBTOTAL ESTIMATED FEE:** | | | **$11,786.69** |
| Optional Services | | | $0.00 |
| **GRAND TOTAL ESTIMATED FEE:** | | | **$11,786.69** |

MEMORANDUM

**Date:** November 14th, 2025

**To:** Brian Muller, PE, James Vansteenburg, PE

**From:** Ricky Grogan, PE, James Englert, PE, ENV SP

**CC:** Justin Fries, PE, DBIA; Nathan Henderson

**Subject:** THEA Project 0-2225 – South Selmon Capacity Project – Cantilever Toll Gantry

## ASAP SCOPE – #4 Cantilever Toll Gantry at Plant Avenue Off Ramp

General Description

Our technical proposal package shows an overhead span gantry at the Plant Avenue off ramp. This ASAP proposes to replace the overhead gantry with a two-lane cantilever gantry.

Anticipated Design Scope

- Revise General Notes
- Generate Plan View Sheet
- Generate Elevation View
- Update Foundation Layout
- Preliminary Design to Determine Member Sizes

Anticipated Construction/Estimating Scope

- Solicit quotes on the revised gantry to determine cost savings associated with deletion of an upright and foundations with increased member sizes.
- Evaluate MOT associated with the change and overall logistics of installation versus the dual upright gantry.
- Provide an estimate comparison for the two-lane cantilever gantry versus the dual upright gantry.
- Evaluate the timeline associated with ASAP approval and design development to minimize any schedule changes associated with the gantry fabrication and installation.
- Submit an OPCC and schedule analysis for the Go / No-Go #1 and a GMP with schedule for Go / No-Go #2.
- Includes required meetings with H&H, THEA, and ICE to develop, evaluate, and estimate the scope.

## ESTIMATE OF WORK EFFORT AND COST - PRIME CONSULTANT

| | | | |
|---|---|---|---|
| Name of Project: | South Selmon Capacity Design Build | Consultant Name: | H&H |
| County: | Hillsborough County | Consultant No.: | 6793.01 |
| FPN: | Project No. O-2225 | Date: | 11/14/2025 |
| FAP No.: | 54321 | Estimator: | insert name |

| Staff Classification | Total Staff Hours From "SH Summary - Firm" | Project Manager 3 | Chief Engineer 1 | Chief Engineer 2 | Senior Engineer 1 | Senior Engineer 2 | Engineer 1 | Engineer 2 | Sr. Engineering Technician | Engineering Intern | Engineering Technician | Senior Architect | Project Architect | Architect | Architect Intern | SH By Activity | Salary Cost By Activity | Average Rate Per Task |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | $340.00 | $346.80 | $391.00 | $289.00 | $323.00 | $187.00 | $221.00 | $224.40 | $153.00 | $136.00 | $312.80 | $289.00 | $214.20 | $156.40 | | | |
| 3. Project Common and Project General Tasks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 4. Roadway Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 5. Roadway Plans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 6a. Drainage Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 6b. Drainage Plans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 6c. Selective C&G | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 7. Utilities | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 8. Environmental Permits,and Env. Clearances | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 9. Structures - Misc. Tasks, Dwgs, Non-Tech. | 22 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 22 | $4,318 | $196.27 |
| 10. Structures - Bridge Development Report | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 11. Structures - Temporary Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 12. Structures - Short Span Concrete Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 13. Structures - Medium Span Concrete Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 14. Structures - Structural Steel Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 15. Structures - Segmental Concrete Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 16. Structures - Movable Span | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 17. Structures - Retaining Walls | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 18. Structures - Miscellaneous | 36 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 36 | $6,732 | $187.00 |
| 19. Signing & Pavement Marking Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 20. Signing & Pavement Marking Plans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 21. Signalization Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 22. Signalization Plans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 23. Lighting Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 24. Lighting Plans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 25. Landscape Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 26. Landscape Plans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 27. Survey (Field & Office Support) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 28. Photogrammetry | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 29. Mapping | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 30. Terrestrial Mobile LiDAR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 31. Architecture Development | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 31T. Toll Facility Development | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 32. Noise Barriers Impact Design Assessment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 33. Intelligent Transportation Systems Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 34. Intelligent Transportation Systems Plans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 35. Geotechnical | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| **Total Staff Hours** | 58 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 58 | | |
| **Total Staff Cost** | | $0.00 | $0.00 | $0.00 | $4,624.00 | $0.00 | $0.00 | $0.00 | $0.00 | $6,426.00 | $0.00 | $0.00 | $0.00 | | | | **$11,050.00** | **$190.52** |
| | | | | | | | | | | | | | | | | Check = | $11,050.00 | |

Survey Field Days by Subconsultant
4 - Person Crew:

Notes:
1. This sheet to be used by Prime Consultant to calculate the Grand Total fee.

2. Manually enter fee from each subconsultant. Unused subconsultant rows may be hidden.

| | | | |
|---|---|---|---|
| SALARY RELATED COSTS: | | | $11,050.00 |
| OVERHEAD: | 0% | | $0.00 |
| OPERATING MARGIN: | 0% | | $0.00 |
| FCCM (Facilities Capital Cost Money): | 0.00% | | $0.00 |
| EXPENSES: | 0.00% | | $0.00 |
| Survey (Field - if by Prime) | 0 | 4-person crew days @ $ - / day | $0.00 |
| **SUBTOTAL ESTIMATED DESIGN FEE:** | | | **$11,050.00** |
| **SUBTOTAL ESTIMATED POST DESIGN FEE:** | | | **$0.00** |
| Subconsultant: | ARDURRA | | $0.00 |
| Subconsultant: | TERRACON | | $0.00 |
| Subconsultant: | T2 | | $0.00 |
| Subconsultant: | REED BURKETT | | $0.00 |
| Subconsultant: | VIBE | | $0.00 |
| Subconsultant: | QUEST | | $0.00 |
| Subconsultant: | INTERA | | $0.00 |
| Subconsultant: | FBT | | $0.00 |
| Subconsultant: | Sub 9 | | $0.00 |
| Subconsultant: | Sub 10 | | $0.00 |
| Subconsultant: | Sub 11 | | $0.00 |
| Subconsultant: | 7.5% Subconsultant Management | | $0.00 |
| **SUBTOTAL ESTIMATED FEE:** | | | **$11,050.00** |
| Geotechnical Field and Lab Testing | | | $0.00 |
| Survey Crew Days | | | $0.00 |
| **SUBTOTAL ESTIMATED FEE:** | | | **$11,050.00** |
| T2 PDS | | | **$0.00** |
| Terracon PDS | | | **$0.00** |
| Success Fee | | | $0.00 |
| **GRAND TOTAL ESTIMATED FEE:** | | | **$11,050.00** |

## ESTIMATE OF WORK EFFORT AND COST - PRIME CONSULTANT

Name of Project: South Selmon Capacity Project
County: Hillsborough County
FPN: Project No. O-2225
FAP No.: Two-Lane Cantilever Gantry

Consult. Name Archer Western
Consult. No. N/A
Date: 11/14/2025
Estimator: R. Grogan

| Staff Classification | Total Staff Hours From "SH Summary - Firm" | Construction Project Manager | Project Superintendent | Innovation Technical Advisors | Construction D-B Coordinator | Construction Superintendent | Segement Manager | Project Scheduler | Chief Estimator | Senior Estimator | Estimator | | | SH By Activity | Salary Cost By Activity | Average Rate Per Task |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | $268.22 | $309.44 | $417.24 | $186.47 | $292.12 | $176.40 | $267.96 | $327.02 | $254.80 | $210.83 | $0.00 | $0.00 | | | |
| Management Services | 12 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | $2,238 | $186.47 |
| Preconstruction Services | 8 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | $1,819 | $227.35 |
| Cost Estimating | 20 | 3 | 0 | 5 | 2 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 20 | $6,173 | $308.65 |
| Project Schedule | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | $536 | $268.09 |
| **Total Staff Hours** | 42 | 8 | 0 | 5 | 18 | 0 | 0 | 1 | 5 | 5 | 0 | 0 | 0 | 42 | | |
| **Total Staff Cost** | | $2,145.76 | $0.00 | $2,086.20 | $3,356.46 | $0.00 | $0.00 | $267.96 | $1,635.10 | $1,274.00 | $0.00 | $0.00 | $0.00 | | **$10,765.48** | **$256.32** |

Check = $10,765.48

1. This sheet to be used by Prime Consultant to calculate the Grand Total fee.
2. Manually enter fee from each subconsultant. Unused subconsultant rows may be hidden.
3. Enter the rate for each classification in Row 9.

| | | | | |
|---|---|---|---|---|
| SALARY RELATED COSTS: | | | | $10,765.48 |
| OPERATING MARGIN: | | 0.00% | | $0.00 |
| **SALARY RELATED SUBTOTAL:** | | | | **$10,765.48** |
| Survey (Field - if by Prime) | 0.00 | 4-man crew da; $ - | / day | $0.00 |
| **SUBTOTAL - PRIME** | | | | **$10,765.48** |
| **SUBTOTAL ESTIMATED FEE:** | | | | **$10,765.48** |
| Optional Services | | | | $0.00 |
| **GRAND TOTAL ESTIMATED FEE:** | | | | **$10,765.48** |

MEMORANDUM

| | |
|---|---|
| **Date:** | November 14th, 2025 |
| **To:** | Brian Muller, PE, James Vansteenburg, PE |
| **From:** | Ricky Grogan, PE, James Englert, PE, ENV SP |
| **CC:** | Justin Fries, PE, DBIA; Nathan Henderson |
| **Subject:** | THEA Project 0-2225 – South Selmon Capacity Project – Modification of Shoulders on HRB to Optimize Construction on the Plant St. Exit Ramp |

## ASAP SCOPE – #5 Modification of Shoulders and Ramp

<u>General Description</u>

Switch inside and outside shoulder width on downtown viaduct to improve Plant Ave off ramp geometry.

<u>Anticipated Design Scope</u>

Roadway Analysis

- Revise Cross Slope Analysis of WB mainline between Hyde Park/Plant and Viaduct bridges, including revising cross slope correction.
- Revise Roadway Design in scope area. (Note: Roadway Section only. No construction impacts to bridges.)
- Develop new TTCP in scope area.

Roadway Plans

- Two new ramp Typicals; Revise one mainline Typical.
- Revise three Plan Sheets based on new mainline and ramp design layout.
- Develop new Ramp Terminal Detail at Plant WB Exit Ramp.
- Revise TTC Plans Sheets.

Drainage Analysis

- Revise inlet locations based on new mainline and ramp design layout.

Signing & Marking Analysis

- Revise WB mainline and ramp S&PM Design in scope area.

Signing & Marking Plans

- Revise three S&PM Plan Sheets in scope area.

<u>Anticipated Construction/Estimating Scope</u>

- Meet with H&H throughout design progression to review traffic control and phasing plans and work through optimizing the design for constructability.
- Review risks and mitigation strategies.

- Perform take-offs and estimate for both the OPCC and GMP
- Modify schedule for both the OPCC and GMP.
- Meet with ICE/Authority to review OPCC/GMP for Go / No-Go #1 and #2.

## ESTIMATE OF WORK EFFORT AND COST - PRIME CONSULTANT

Name of Project: South Selmon Capacity Design Build
County: Hillsborough County
FPN: Project No. O-2225
FAP No.: 54321

Consultant Name: H&H
Consultant No.: 6793.01
Date: 11/14/2025
Estimator: insert name

| Staff Classification | Total Staff Hours From "SH Summary - Firm" | Project Manager 3 | Chief Engineer 1 | Chief Engineer 2 | Senior Engineer 1 | Senior Engineer 2 | Engineer 1 | Engineer 2 | Sr. Engineering Technician | Engineering Intern | Engineering Technician | Senior Architect | Project Architect | Architect | Architect Intern | SH By Activity | Salary Cost By Activity | Average Rate Per Task |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | $340.00 | $346.80 | $391.00 | $289.00 | $323.00 | $187.00 | $221.00 | $224.40 | $153.00 | $136.00 | $312.80 | $289.00 | $214.20 | $156.40 | | | |
| 3. Project Common and Project General Tasks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 4. Roadway Analysis | 197 | 10 | 30 | 39 | 20 | 30 | 20 | 20 | 0 | 20 | 10 | 0 | 0 | 0 | 0 | 199 | $57,103 | $286.95 |
| 5. Roadway Plans | 88 | 0 | 9 | 13 | 4 | 9 | 0 | 13 | 0 | 22 | 18 | 0 | 0 | 0 | 0 | 88 | $20,954 | $238.12 |
| 6a. Drainage Analysis | 87 | 4 | 0 | 0 | 13 | 9 | 22 | 13 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 87 | $18,989 | $218.26 |
| 6b. Drainage Plans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 6c. Selective C&G | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 7. Utilities | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 8. Environmental Permits,and Env. Clearances | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 9. Structures - Misc. Tasks, Dwgs, Non-Tech. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 10. Structures - Bridge Development Report | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 11. Structures - Temporary Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 12. Structures - Short Span Concrete Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 13. Structures - Medium Span Concrete Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 14. Structures - Structural Steel Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 15. Structures - Segmental Concrete Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 16. Structures - Movable Span | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 17. Structures - Retaining Walls | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 18. Structures - Miscellaneous | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 19. Signing & Pavement Marking Analysis | 42 | 2 | 6 | 8 | 4 | 6 | 4 | 4 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 40 | $11,499 | $287.47 |
| 20. Signing & Pavement Marking Plans | 14 | 0 | 1 | 2 | 1 | 1 | 0 | 2 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 14 | $3,203 | $228.77 |
| 21. Signalization Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 22. Signalization Plans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 23. Lighting Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 24. Lighting Plans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 25. Landscape Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 26. Landscape Plans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 27. Survey (Field & Office Support) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 28. Photogrammetry | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 29. Mapping | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 30. Terrestrial Mobile LiDAR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 31. Architecture Development | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 31T. Toll Facility Development | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 32. Noise Barriers Impact Design Assessment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 33. Intelligent Transportation Systems Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 34. Intelligent Transportation Systems Plans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 35. Geotechnical | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| **Total Staff Hours** | 428 | 16 | 46 | 62 | 42 | 55 | 46 | 52 | 0 | 76 | 33 | 0 | 0 | 0 | 0 | 428 | | |
| **Total Staff Cost** | | $5,440.00 | $15,952.80 | $24,242.00 | $12,138.00 | $17,765.00 | $8,602.00 | $11,492.00 | $0.00 | $11,628.00 | $4,488.00 | $0.00 | $0.00 | | | | **$111,747.80** | **$261.09** |

Check = $111,747.80

Survey Field Days by Subconsultant
4 - Person Crew:

Notes:
1. This sheet to be used by Prime Consultant to calculate the Grand Total fee.

2. Manually enter fee from each subconsultant. Unused subconsultant rows may be hidden.

| | | | | |
|---|---|---|---|---|
| SALARY RELATED COSTS: | | | | $111,747.80 |
| OVERHEAD: | | 0% | | $0.00 |
| OPERATING MARGIN: | | 0% | | $0.00 |
| FCCM (Facilities Capital Cost Money): | | 0.00% | | $0.00 |
| EXPENSES: | | 0.00% | | $0.00 |
| Survey (Field - if by Prime) | 0 | 4-person crew days @ | $ - / day | $0.00 |
| **SUBTOTAL ESTIMATED DESIGN FEE:** | | | | **$111,747.80** |
| **SUBTOTAL ESTIMATED POST DESIGN FEE:** | | | | **$0.00** |
| Subconsultant: | ARDURRA | | | $0.00 |
| Subconsultant: | TERRACON | | | $0.00 |
| Subconsultant: | T2 | | | $0.00 |
| Subconsultant: | REED BURKETT | | | $0.00 |
| Subconsultant: | VIBE | | | $0.00 |
| Subconsultant: | QUEST | | | $0.00 |
| Subconsultant: | INTERA | | | $0.00 |
| Subconsultant: | FBT | | | $0.00 |
| Subconsultant: | Sub 9 | | | $0.00 |
| Subconsultant: | Sub 10 | | | $0.00 |
| Subconsultant: | Sub 11 | | | $0.00 |
| Subconsultant: | 7.5% Subconsultant Management | | | $0.00 |
| **SUBTOTAL ESTIMATED FEE:** | | | | **$111,747.80** |
| Geotechnical Field and Lab Testing | | | | $0.00 |
| Survey Crew Days | | | | $0.00 |
| **SUBTOTAL ESTIMATED FEE:** | | | | **$111,747.80** |
| T2 PDS | | | | **$0.00** |
| Terracon PDS | | | | **$0.00** |
| Success Fee | | | | $0.00 |
| **GRAND TOTAL ESTIMATED FEE:** | | | | **$111,747.80** |

## ESTIMATE OF WORK EFFORT AND COST - PRIME CONSULTANT

| | | | |
|---|---|---|---|
| Name of Project: | South Selmon Capacity Project | Consult. Name | Archer Western |
| County: | Hillsborough County | Consult. No. | N/A |
| FPN: | Project No. O-2225 | Date: | 11/14/2025 |
| FAP No.: | Plant Ave. Exit and HRB Shoulder Modification | Estimator: | R. Grogan |

| Staff Classification | Total Staff Hours From "SH Summary - Firm" | Construction Project Manager | Project Superintendent | Innovation Technical Advisors | Construction D-B Coordinator | Construction Superintendent | Segement Manager | Project Scheduler | Chief Estimator | Senior Estimator | Estimator | | | SH By Activity | Salary Cost By Activity | Average Rate Per Task |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | $268.22 | $309.44 | $417.24 | $186.47 | $292.12 | $176.40 | $267.96 | $327.02 | $254.80 | $210.83 | $0.00 | $0.00 | | | |
| Management Services | 24 | 10 | 5 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | $6,094 | $243.76 |
| Preconstruction Services | 36 | 11 | 11 | 4 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | $10,074 | $272.28 |
| Cost Estimating | 52 | 5 | 3 | 8 | 0 | 0 | 0 | 0 | 13 | 23 | 0 | 0 | 0 | 52 | $15,719 | $302.29 |
| Project Schedule | 24 | 11 | 0 | 2 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 24 | $6,732 | $280.52 |
| **Total Staff Hours** | 136 | 37 | 19 | 14 | 21 | 0 | 0 | 11 | 13 | 23 | 0 | 0 | 0 | 138 | | |
| **Total Staff Cost** | | $9,924.14 | $5,879.36 | $5,841.36 | $3,915.87 | $0.00 | $0.00 | $2,947.56 | $4,251.26 | $5,860.40 | $0.00 | $0.00 | $0.00 | | **$38,619.95** | **$279.85** |

Check = $38,619.95

1. This sheet to be used by Prime Consultant to calculate the Grand Total fee.
2. Manually enter fee from each subconsultant. Unused subconsultant rows may be hidden.
3. Enter the rate for each classification in Row 9.

| | | | |
|---|---|---|---|
| SALARY RELATED COSTS: | | | $38,619.95 |
| OPERATING MARGIN: | 0.00% | | $0.00 |
| **SALARY RELATED SUBTOTAL:** | | | **$38,619.95** |
| Survey (Field - if by Prime) | 0.00 | 4-man crew day $ - / day | $0.00 |
| **SUBTOTAL - PRIME** | | | **$38,619.95** |
| **SUBTOTAL ESTIMATED FEE:** | | | **$38,619.95** |
| Optional Services | | | $0.00 |
| **GRAND TOTAL ESTIMATED FEE:** | | | **$38,619.95** |

MEMORANDUM

**Date:** November 14th, 2025
**To:** Brian Muller, PE, James Vansteenburg, PE
**From:** Ricky Grogan, PE, James Englert, PE, ENV SP
**CC:** Justin Fries, PE, DBIA; Nathan Henderson
**Subject:** THEA Project 0-2225 – South Selmon Capacity Project – Plant Ave. Toll Site Modifications

# ASAP SCOPE – #9 Plant Avenue Toll Site Modifications

<u>General Description</u>

Revise Plant WB Exit Ramp Toll Site (Site 2) and develop new, detached site layout separated from gantry and locate it further down the ramp.

<u>Anticipated Design Scope</u>

- Revise WB exit ramp Overall Site Plan
- Revise WB exit ramp Enlarged Site Plan
- Revise WB exit ramp Overall Electrical Site Plan
- Revise WB exit ramp Enlarged Electrical Site Plan
- Revise Primary Service Routing Sections

<u>Anticipated Construction Estimating Scope</u>

- Review changes to cross sections and work with H&H to minimize impacts during construction on the Plant Ave. ramp.
- Coordinate with ITS/Tolling subcontractor for modifications to the on-ramp toll gantry from Plant Ave. and work with H&H to optimize the design.
- Develop cost estimates and schedule analysis for the OPCC and GMP.

# ESTIMATE OF WORK EFFORT AND COST - PRIME CONSULTANT

| | | | |
|---|---|---|---|
| Name of Project: | South Selmon Capacity Design Build | Consultant Name: | H&H |
| County: | Hillsborough County | Consultant No.: | 6793.01 |
| FPN: | Project No. O-2225 | Date: | 11/14/2025 |
| FAP No.: | 54321 | Estimator: | insert name |

| Staff Classification | Total Staff Hours From "SH Summary - Firm" | Project Manager 3 | Chief Engineer 1 | Chief Engineer 2 | Senior Engineer 1 | Senior Engineer 2 | Engineer 1 | Engineer 2 | Sr. Engineering Technician | Engineering Intern | Engineering Technician | Senior Architect | Project Architect | Architect | Architect Intern | SH By Activity | Salary Cost By Activity | Average Rate Per Task |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | $340.00 | $346.80 | $391.00 | $289.00 | $323.00 | $187.00 | $221.00 | $224.40 | $153.00 | $136.00 | $312.80 | $289.00 | $214.20 | $156.40 | | | |
| 3. Project Common and Project General Tasks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 4. Roadway Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 5. Roadway Plans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 6a. Drainage Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 6b. Drainage Plans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 6c. Selective C&G | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 7. Utilities | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 8. Environmental Permits,and Env. Clearances | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 9. Structures - Misc. Tasks, Dwgs, Non-Tech. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 10. Structures - Bridge Development Report | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 11. Structures - Temporary Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 12. Structures - Short Span Concrete Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 13. Structures - Medium Span Concrete Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 14. Structures - Structural Steel Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 15. Structures - Segmental Concrete Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 16. Structures - Movable Span | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 17. Structures - Retaining Walls | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 18. Structures - Miscellaneous | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 19. Signing & Pavement Marking Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 20. Signing & Pavement Marking Plans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 21. Signalization Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 22. Signalization Plans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 23. Lighting Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 24. Lighting Plans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 25. Landscape Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 26. Landscape Plans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 27. Survey (Field & Office Support) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 28. Photogrammetry | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 29. Mapping | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 30. Terrestrial Mobile LiDAR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 31. Architecture Development | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 31T. Toll Facility Development | 110 | 0 | 6 | 0 | 22 | 11 | 22 | 11 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 111 | $24,504 | $220.75 |
| 32. Noise Barriers Impact Design Assessment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 33. Intelligent Transportation Systems Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 34. Intelligent Transportation Systems Plans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 35. Geotechnical | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| **Total Staff Hours** | 110 | 0 | 6 | 0 | 22 | 11 | 22 | 11 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 111 | | |
| **Total Staff Cost** | | $0.00 | $2,080.80 | $0.00 | $6,358.00 | $3,553.00 | $4,114.00 | $2,431.00 | $0.00 | $5,967.00 | $0.00 | $0.00 | $0.00 | | | | **$24,503.80** | **$220.75** |
| | | | | | | | | | | | | | | | | Check = | $24,503.80 | |

| | |
|---|---|
| Survey Field Days by Subconsultant | |
| 4 - Person Crew: | |

Notes:

1. This sheet to be used by Prime Consultant to calculate the Grand Total fee.
2. Manually enter fee from each subconsultant. Unused subconsultant rows may be hidden.

| | | | | | |
|---|---|---|---|---|---|
| SALARY RELATED COSTS: | | | | | $24,503.80 |
| OVERHEAD: | | 0% | | | $0.00 |
| OPERATING MARGIN: | | 0% | | | $0.00 |
| FCCM (Facilities Capital Cost Money): | | 0.00% | | | $0.00 |
| EXPENSES: | | 0.00% | | | $0.00 |
| Survey (Field - if by Prime) | 0 | 4-person crew days @ | $ - | / day | $0.00 |
| **SUBTOTAL ESTIMATED DESIGN FEE:** | | | | | **$24,503.80** |
| **SUBTOTAL ESTIMATED POST DESIGN FEE:** | | | | | **$0.00** |
| Subconsultant: | ARDURRA | | | | $0.00 |
| Subconsultant: | TERRACON | | | | $0.00 |
| Subconsultant: | T2 | | | | $0.00 |
| Subconsultant: | REED BURKETT | | | | $0.00 |
| Subconsultant: | VIBE | | | | $6,410.40 |
| Subconsultant: | QUEST | | | | $0.00 |
| Subconsultant: | INTERA | | | | $0.00 |
| Subconsultant: | FBT | | | | $0.00 |
| Subconsultant: | Sub 9 | | | | $0.00 |
| Subconsultant: | Sub 10 | | | | $0.00 |
| Subconsultant: | Sub 11 | | | | $0.00 |
| Subconsultant: | 7.5% Subconsultant Management | | | | $480.78 |
| **SUBTOTAL ESTIMATED FEE:** | | | | | **$31,394.98** |
| Geotechnical Field and Lab Testing | | | | | $0.00 |
| Survey Crew Days | | | | | $0.00 |
| **SUBTOTAL ESTIMATED FEE:** | | | | | **$31,394.98** |
| T2 PDS | | | | | **$0.00** |
| Terracon PDS | | | | | **$0.00** |
| Success Fee | | | | | $0.00 |
| **GRAND TOTAL ESTIMATED FEE:** | | | | | **$31,394.98** |

## ESTIMATE OF WORK EFFORT AND COST - SUBCONSULTANT

| | | | |
|---|---|---|---|
| Name of Project: | South Selmon Capacity Design Build | Consultant Name: | VIBEngineering |
| County: | Hillsborough County | Consultant No.: | enter consultants proj. number |
| FPN: | Project No. O-2225 | Date: | 11/14/2025 |
| FAP No.: | 54321 | Estimator: | insert name |

| Staff Classification | Total Staff Hours From "SH Summary - Firm" | Chief Designer | Chief Engineer 1 | Chief Engineer 2 | Engineer 2 | Engineering Intern | Engineering Technician | Secretary / Clerical | Senior Engineering Technician | Staff Classification 9 | Staff Classification 10 | Staff Classification 11 | Staff Classification 12 | SH By Activity | Salary Cost By Activity | Average Rate Per Task |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | $202.40 | $323.20 | $312.80 | $203.20 | $119.20 | $119.20 | $109.60 | $140.80 | $0.00 | $0.00 | $0.00 | $0.00 | | | |
| 3. Project Common and Project General Tasks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 4. Roadway Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 5. Roadway Plans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 6a. Drainage Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 6b. Drainage Plans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 6c. Selective C&G | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 7. Utilities | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 8. Environmental Permits,and Env. Clearances | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 9. Structures - Misc. Tasks, Dwgs, Non-Tech. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 10. Structures - Bridge Development Report | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 11. Structures - Temporary Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 12. Structures - Short Span Concrete Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 13. Structures - Medium Span Concrete Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 14. Structures - Structural Steel Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 15. Structures - Segmental Concrete Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 16. Structures - Movable Span | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 17. Structures - Retaining Walls | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 18. Structures - Miscellaneous | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 19. Signing & Pavement Marking Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 20. Signing & Pavement Marking Plans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 21. Signalization Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 22. Signalization Plans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 23. Lighting Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 24. Lighting Plans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 25. Landscape Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 26. Landscape Plans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 27. Survey (Field & Office Support) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 28. Photogrammetry | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 29. Mapping | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 30. Terrestrial Mobile LiDAR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 31. Architecture Development | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 31T. Toll Facility Development | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 32. Noise Barriers Impact Design Assessment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 33. Intelligent Transportation Systems Analysis | 19 | 6 | 2 | 1 | 2 | 2 | 2 | 1 | 4 | 0 | 0 | 0 | 0 | 20 | $3,730 | $186.48 |
| 34. Intelligent Transportation Systems Plans | 14 | 2 | 1 | 1 | 3 | 1 | 2 | 1 | 4 | 0 | 0 | 0 | 0 | 15 | $2,681 | $178.72 |
| 35. Geotechnical | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| **Total Staff Hours** | 33 | 8 | 3 | 2 | 5 | 3 | 4 | 2 | 8 | 0 | 0 | 0 | 0 | 35 | | |
| **Total Staff Cost** | | $1,619.20 | $969.60 | $625.60 | $1,016.00 | $357.60 | $476.80 | $219.20 | $1,126.40 | $0.00 | $0.00 | $0.00 | $0.00 | | **$6,410.40** | **$183.15** |

Check = $6,410.40

Notes:
1. This sheet to be used by Subconsultant to calculate its fee.

| | | | | |
|---|---|---|---|---|
| SALARY RELATED COSTS: | | | | $6,410.40 |
| OVERHEAD: | 0% | | | $0.00 |
| OPERATING MARGIN: | 0% | | | $0.00 |
| FCCM (Facilities Capital Cost Money): | 0.00% | | | $0.00 |
| EXPENSES: | 0.00% | | | $0.00 |
| SUBTOTAL ESTIMATED FEE: | | | | **$6,410.40** |
| Survey (Field) | 4-person crew da | $ - | / day | $0.00 |
| Geotechnical Field and Lab Testing | | | | $0.00 |
| SUBTOTAL ESTIMATED FEE: | | | | **$6,410.40** |
| Optional Services | | | | $0.00 |
| GRAND TOTAL ESTIMATED FEE: | | | | **$6,410.40** |

## ESTIMATE OF WORK EFFORT AND COST - PRIME CONSULTANT

| | | | |
|---|---|---|---|
| Name of Project: | South Selmon Capacity Project | Consult. Name | Archer Western |
| County: | Hillsborough County | Consult. No. | N/A |
| FPN: | Project No. O-2225 | Date: | 11/14/2025 |
| FAP No.: | Plant Ave Ramp Toll Site Modifications | Estimator: | R. Grogan |

| Staff Classification | Total Staff Hours From "SH Summary - Firm" | Construction Project Manager | Project Superintendent | Innovation Technical Advisors | Construction D-B Coordinator | Construction Superintendent | Segement Manager | Project Scheduler | Chief Estimator | Senior Estimator | Estimator | | | SH By Activity | Salary Cost By Activity | Average Rate Per Task |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | $268.22 | $309.44 | $417.24 | $186.47 | $292.12 | $176.40 | $267.96 | $327.02 | $254.80 | $210.83 | $0.00 | $0.00 | | | |
| Management Services | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| Preconstruction Services | 40 | 12 | 12 | 4 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | $10,839 | $270.96 |
| Cost Estimating | 44 | 4 | 2 | 7 | 0 | 0 | 0 | 0 | 11 | 20 | 0 | 0 | 0 | 44 | $13,306 | $302.40 |
| Project Schedule | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | $536 | $268.09 |
| **Total Staff Hours** | 86 | 17 | 14 | 11 | 12 | 0 | 0 | 1 | 11 | 20 | 0 | 0 | 0 | 86 | | |
| **Total Staff Cost** | | $4,559.74 | $4,332.16 | $4,589.64 | $2,237.64 | $0.00 | $0.00 | $267.96 | $3,597.22 | $5,096.00 | $0.00 | $0.00 | $0.00 | | **$24,680.36** | **$286.98** |

Check = $24,680.36

1. This sheet to be used by Prime Consultant to calculate the Grand Total fee.
2. Manually enter fee from each subconsultant. Unused subconsultant rows may be hidden.
3. Enter the rate for each classification in Row 9.

| | | | |
|---|---|---|---|
| SALARY RELATED COSTS: | | | $24,680.36 |
| OPERATING MARGIN: | 0.00% | | $0.00 |
| **SALARY RELATED SUBTOTAL:** | | | **$24,680.36** |
| Survey (Field - if by Prime) | 0.00 | 4-man crew da $ - / day | $0.00 |
| **SUBTOTAL - PRIME** | | | **$24,680.36** |
| **SUBTOTAL ESTIMATED FEE:** | | | **$24,680.36** |
| Optional Services | | | $0.00 |
| **GRAND TOTAL ESTIMATED FEE:** | | | **$24,680.36** |

MEMORANDUM

**Date:** November 11th, 2025

**To:** Brian Muller, PE, James Vansteenburg, PE

**From:** Ricky Grogan, PE, James Englert, PE, ENV SP

**CC:** Justin Fries, PE, DBIA; Nathan Henderson

**Subject:** THEA Project 0-2225 – South Selmon Capacity Project – Elimination of VCPS Strut

# ASAP SCOPE – #10 HRB Elimination of VCPS Strut

General Description

The technical proposal plans showed a VCPS Struct to resist vessel collision forces. The strut is required to resist the calculated forces in the existing piers. The calculations conservatively did not include a contribution from the seal slab. This ASAP proposes to re-evaluate the existing piers using a refined analysis to assess the potential contribution of the seal slab in improving lateral resistance to determine if the VCPS Strut can be eliminated. The evaluation is based on the assumption that the existing HRB River Pier foundations are as per the Alternate Details for driven H-pile.

Anticipated Design Scope

- Review and evaluate the condition of the existing foundation based on additional data requested from THEA regarding the underwater inspection reports and any additional field information obtained by the Project Team.
- Evaluate field data obtained for confirmation of existing foundation type.
- Perform a refined sensitivity analysis of the existing pile foundations for determining the seal slab contribution demands in improving lateral pile resistance.
- Evaluate various soil parameters, pile configurations and elevations at each existing foundation in the Hillsborough River.
- Analyze the new foundation's ability to resist the vessel collision forces without the added capacity of the strut.

Anticipated Construction/Estimating Scope

- Evaluate the results of the analysis and the changes compared to the technical proposal.
- Participate in design reviews to optimize the revised design for constructability.
- Estimate the new foundation design relative to the technical proposal. This includes potential changes to the foundation arrangement, seal slabs, formwork, rebar, and concrete.
- Evaluate changes to planned equipment (if any).
- Perform a schedule analysis to identify and minimize impacts based on the change in design and potential revised deliverable dates for design. Modify the CPM schedule to correlate with the revised scope.

## ESTIMATE OF WORK EFFORT AND COST - PRIME CONSULTANT

| | | | |
|---|---|---|---|
| Name of Project: | South Selmon Capacity Design Build | Consultant Name: | H&H |
| County: | Hillsborough County | Consultant No.: | 6793.01 |
| FPN: | Project No. O-2225 | Date: | 11/14/2025 |
| FAP No.: | 54321 | Estimator: | Adams |

| Staff Classification | Total Staff Hours From "SH Summary - Firm" | Project Manager 3 | Chief Engineer 1 | Chief Engineer 2 | Senior Engineer 1 | Senior Engineer 2 | Engineer 1 | Engineer 2 | Sr. Engineering Technician | Engineering Intern | Engineering Technician | Senior Architect | Project Architect | Architect | Architect Intern | SH By Activity | Salary Cost By Activity | Average Rate Per Task |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | $340.00 | $346.80 | $391.00 | $289.00 | $323.00 | $187.00 | $221.00 | $224.40 | $153.00 | $136.00 | $312.80 | $289.00 | $214.20 | $156.40 | | | |
| 3. Project Common and Project General Tasks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 4. Roadway Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 5. Roadway Plans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 6a. Drainage Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 6b. Drainage Plans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 6c. Selective C&G | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 7. Utilities | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 8. Environmental Permits,and Env. Clearances | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 9. Structures - Misc. Tasks, Dwgs, Non-Tech. | 70 | 0 | 23 | 0 | 33 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 70 | $19,655 | $280.79 |
| 10. Structures - Bridge Development Report | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 11. Structures - Temporary Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 12. Structures - Short Span Concrete Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 13. Structures - Medium Span Concrete Bridge | 104 | 0 | 10 | 0 | 31 | 31 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 103 | $28,237 | $274.15 |
| 14. Structures - Structural Steel Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 15. Structures - Segmental Concrete Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 16. Structures - Movable Span | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 17. Structures - Retaining Walls | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 18. Structures - Miscellaneous | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 19. Signing & Pavement Marking Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 20. Signing & Pavement Marking Plans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 21. Signalization Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 22. Signalization Plans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 23. Lighting Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 24. Lighting Plans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 25. Landscape Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 26. Landscape Plans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 27. Survey (Field & Office Support) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 28. Photogrammetry | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 29. Mapping | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 30. Terrestrial Mobile LiDAR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 31. Architecture Development | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 31T. Toll Facility Development | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 32. Noise Barriers Impact Design Assessment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 33. Intelligent Transportation Systems Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 34. Intelligent Transportation Systems Plans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 35. Geotechnical | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| **Total Staff Hours** | 174 | 0 | 33 | 0 | 64 | 31 | 31 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 173 | | |
| **Total Staff Cost** | | $0.00 | $11,444.40 | $0.00 | $18,496.00 | $10,013.00 | $5,797.00 | $0.00 | $0.00 | $2,142.00 | $0.00 | $0.00 | $0.00 | | | | **$47,892.40** | **$276.83** |
| | | | | | | | | | | | | | | | | Check = | $47,892.40 | |

Survey Field Days by Subconsultant
4 - Person Crew:

Notes:
1. This sheet to be used by Prime Consultant to calculate the Grand Total fee.

2. Manually enter fee from each subconsultant. Unused subconsultant rows may be hidden.

| | | | | | |
|---|---|---|---|---|---|
| SALARY RELATED COSTS: | | | | | $47,892.40 |
| OVERHEAD: | | 0% | | | $0.00 |
| OPERATING MARGIN: | | 0% | | | $0.00 |
| FCCM (Facilities Capital Cost Money): | | 0.00% | | | $0.00 |
| EXPENSES: | | 0.00% | | | $0.00 |
| Survey (Field - if by Prime) | 0 | 4-person crew days @ | $ - | / day | $0.00 |
| **SUBTOTAL ESTIMATED DESIGN FEE:** | | | | | **$47,892.40** |
| **SUBTOTAL ESTIMATED POST DESIGN FEE:** | | | | | **$0.00** |
| Subconsultant: | ARDURRA | | | | $0.00 |
| Subconsultant: | TERRACON | | | | $0.00 |
| Subconsultant: | T2 | | | | $0.00 |
| Subconsultant: | REED BURKETT | | | | $0.00 |
| Subconsultant: | VIBE | | | | $0.00 |
| Subconsultant: | QUEST | | | | $0.00 |
| Subconsultant: | INTERA | | | | $0.00 |
| Subconsultant: | FBT | | | | $0.00 |
| Subconsultant: | Sub 9 | | | | $0.00 |
| Subconsultant: | Sub 10 | | | | $0.00 |
| Subconsultant: | Sub 11 | | | | $0.00 |
| Subconsultant: | 7.5% Subconsultant Management | | | | $0.00 |
| **SUBTOTAL ESTIMATED FEE:** | | | | | **$47,892.40** |
| Geotechnical Field and Lab Testing | | | | | $0.00 |
| Survey Crew Days | | | | | $0.00 |
| **SUBTOTAL ESTIMATED FEE:** | | | | | **$47,892.40** |
| T2 PDS | | | | | **$0.00** |
| Terracon PDS | | | | | **$0.00** |
| Success Fee | | | | | $0.00 |
| **GRAND TOTAL ESTIMATED FEE:** | | | | | **$47,892.40** |

# ESTIMATE OF WORK EFFORT AND COST - PRIME CONSULTANT

| | | | |
|---|---|---|---|
| Name of Project: | South Selmon Capacity Project | Consult. Name | Archer Western |
| County: | Hillsborough County | Consult. No. | N/A |
| FPN: | Project No. O-2225 | Date: | 11/14/2025 |
| FAP No.: | Vessel Protection Analysis | Estimator: | R. Grogan |

| Staff Classification | Total Staff Hours From "SH Summary - Firm" | Construction Project Manager | Project Superintendent | Innovation Technical Advisors | Construction D-B Coordinator | Construction Superintendent | Segement Manager | Project Scheduler | Chief Estimator | Senior Estimator | Estimator | | | SH By Activity | Salary Cost By Activity | Average Rate Per Task |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | $268.22 | $309.44 | $417.24 | $186.47 | $292.12 | $176.40 | $267.96 | $327.02 | $254.80 | $210.83 | $0.00 | $0.00 | | | |
| Management Services | 16 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | $3,638 | $227.35 |
| Preconstruction Services | 38 | 11 | 11 | 4 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | $10,074 | $272.28 |
| Cost Estimating | 21 | 3 | 2 | 3 | 0 | 0 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 20 | $6,166 | $308.31 |
| Project Schedule | 16 | 5 | 5 | 2 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 17 | $5,063 | $297.80 |
| **Total Staff Hours** | 91 | 27 | 18 | 9 | 19 | 0 | 0 | 5 | 6 | 6 | 0 | 0 | 0 | 90 | | |
| **Total Staff Cost** | | $7,241.94 | $5,569.92 | $3,755.16 | $3,542.93 | $0.00 | $0.00 | $1,339.80 | $1,962.12 | $1,528.80 | $0.00 | $0.00 | $0.00 | | **$24,940.67** | **$277.12** |

Check = $24,940.67

1. This sheet to be used by Prime Consultant to calculate the Grand Total fee.
2. Manually enter fee from each subconsultant. Unused subconsultant rows may be hidden.
3. Enter the rate for each classification in Row 9.

| | | | | |
|---|---|---|---|---|
| SALARY RELATED COSTS: | | | | $24,940.67 |
| OPERATING MARGIN: | | 0.00% | | $0.00 |
| **SALARY RELATED SUBTOTAL:** | | | | **$24,940.67** |
| Survey (Field - if by Prime) | 0.00 | 4-man crew da | $ - / day | $0.00 |
| **SUBTOTAL - PRIME** | | | | **$24,940.67** |
| **SUBTOTAL ESTIMATED FEE:** | | | | **$24,940.67** |
| Optional Services | | | | $0.00 |
| **GRAND TOTAL ESTIMATED FEE:** | | | | **$24,940.67** |

## ESTIMATE OF WORK EFFORT AND COST - PRIME CONSULTANT

| | | | |
|---|---|---|---|
| Name of Project: | South Selmon Capacity Project | Consult. Name | Archer Western |
| County: | Hillsborough County | Consult. No. | N/A |
| FPN: | Project No. O-2225 | Date: | 11/14/2025 |
| FAP No.: | Managerial Submittals | Estimator: | R. Grogan |

| Staff Classification | Total Staff Hours From "SH Summary - Firm" | Construction Project Manager | Project Superintendent | Innovation Technical Advisors | Construction D-B Coordinator | Construction Superintendent | Segment Manager | Project Scheduler | Chief Estimator | Senior Estimator | Estimator | | | SH By Activity | Salary Cost By Activity | Average Rate Per Task |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | $268.22 | $309.44 | $417.24 | $186.47 | $292.12 | $176.40 | $267.96 | $327.02 | $254.80 | $210.83 | $0.00 | $0.00 | | | |
| Management Services | 80 | 24 | 0 | 8 | 24 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | $18,484 | $231.05 |
| Preconstruction Services | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | $0.00 |
| Cost Estimating | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | $0.00 |
| Project Schedule | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | $0.00 |
| **Total Staff Hours** | 80 | 24 | 0 | 8 | 24 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | | |
| **Total Staff Cost** | | $6,437.28 | $0.00 | $3,337.92 | $4,475.28 | $0.00 | $4,233.60 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | | **$18,484.08** | **$231.05** |

Check = $18,484.08

1. This sheet to be used by Prime Consultant to calculate the Grand Total fee.
2. Manually enter fee from each subconsultant. Unused subconsultant rows may be hidden.
3. Enter the rate for each classification in Row 9.

| | | | |
|---|---|---|---|
| SALARY RELATED COSTS: | | | $18,484.08 |
| OPERATING MARGIN: | | 0.00% | $0.00 |
| **SALARY RELATED SUBTOTAL:** | | | **$18,484.08** |
| Survey (Field - if by Prime) | 0.00 | 4-man crew day $ - / day | $0.00 |
| **SUBTOTAL - PRIME** | | | **$18,484.08** |
| **SUBTOTAL ESTIMATED FEE:** | | | **$18,484.08** |
| Optional Services | | | $0.00 |
| **GRAND TOTAL ESTIMATED FEE:** | | | **$18,484.08** |

MEMORANDUM

**Date:** November 19, 2025

**To:** Brian Muller, PE, James Vansteenburg, PE

**From:** Nathan Henderson, PE, James Englert, PE, ENV SP

**CC:** Justin Fries, PE, DBIA; Ricky Grogan, PE

**Subject:** THEA Project 0-2225 – South Selmon Capacity Project – ASAP Round 1

## ASAP SCOPE –

General Description

Initial budget to begin development of alternative aesthetic concepts at the Hillsborough River Bridge, including: developing/refining architectural renderings, constructability and ROM estimates, and collaborating with the authority on the constructability/feasibility of a northwest tower.

Anticipated Design Scope

Architecture: As directed by the Authority, refine current aesthetic concepts (Gateway Ribbon, Ribbon and Double Gateway) or develop new concepts. Meet with the Authority to review progress and receive feedback to incorporate in aesthetic refinements. Coordiante with vendors to make material recommendations.

Structural Scope: Develop general plan view layouts for concept tower locations and provide rough structural analysis for proposed concepts.

Utility/ROW: Review plan view layouts for right-of-way and utility considerations.

Anticipated Construction/Estimating Scope

- Meetings to present concept development, risks/mitigation/opportunities, construction impacts
- Develop exhibits as necessary to support collaborative development efforts with the Authority or support Authority lead presentations with other community stakeholders
- Evaluate feasibility/constructability of an aesthetic tower west of the Hillsborough river and north of the Hillsborough River Bridge, including utility and right-of-way conflicts
- Coordinate with subcontractors and suppliers to evaluate alternative concepts
- Perform rough take-offs to develop ROM estimates for concepts the Authority wishes to pursue
- Analyze schedule and advise on impacts

## ESTIMATE OF WORK EFFORT AND COST - PRIME CONSULTANT

| | | | |
|---|---|---|---|
| Name of Project: | South Selmon Capacity Design Build | Consultant Name: | H&H |
| County: | Hillsborough County | Consultant No.: | 6793.01 |
| FPN: | Project No. O-2225 | Date: | 11/19/2025 |
| FAP No.: | 54321 | Estimator: | insert name |

| Staff Classification | Total Staff Hours From "SH Summary - Firm" | Project Manager 3 $272.27 | Chief Engineer 1 $286.27 | Chief Engineer 2 $343.17 | Senior Engineer 1 $245.67 | Senior Engineer 2 $266.46 | Engineer 1 $143.45 | Engineer 2 $179.03 | Sr. Engineering Technician $185.08 | Engineering Intern $123.24 | Engineering Technician $108.25 | Senior Architect $253.23 | Project Architect $240.72 | Architect $171.47 | Architect Intern $127.57 | SH By Activity | Salary Cost By Activity | Average Rate Per Task |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3. Project Common and Project General Tasks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 4. Roadway Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 5. Roadway Plans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 6a. Drainage Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 6b. Drainage Plans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 6c. Selective C&G | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 7. Utilities | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 8. Environmental Permits,and Env. Clearances | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 9. Structures - Misc. Tasks, Dwgs, Non-Tech. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 10. Structures - Bridge Development Report | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 11. Structures - Temporary Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 12. Structures - Short Span Concrete Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 13. Structures - Medium Span Concrete Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 14. Structures - Structural Steel Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 15. Structures - Segmental Concrete Bridge | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 16. Structures - Movable Span | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 17. Structures - Retaining Walls | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 18. Structures - Miscellaneous | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 19. Signing & Pavement Marking Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 20. Signing & Pavement Marking Plans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 21. Signalization Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 22. Signalization Plans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 23. Lighting Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 24. Lighting Plans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 25. Landscape Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 26. Landscape Plans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 27. Survey (Field & Office Support) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 28. Photogrammetry | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 29. Mapping | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 30. Terrestrial Mobile LiDAR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 31. Architecture Development | 157 | 8 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 47 | 24 | 24 | 158 | $35,125 | $222.31 |
| 31T. Toll Facility Development | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 32. Noise Barriers Impact Design Assessment | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 33. Intelligent Transportation Systems Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 34. Intelligent Transportation Systems Plans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| 35. Geotechnical | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $0 | #DIV/0! |
| **Total Staff Hours** | 157 | 8 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 47 | 24 | 24 | 158 | | |
| **Total Staff Cost** | | $2,178.16 | $4,580.32 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $9,875.97 | $11,313.84 | | | | **$35,125.25** | **$222.31** |
| | | | | | | | | | | | | | | | | Check = | $27,948.29 | |

| | |
|---|---|
| Survey Field Days by Subconsultant | |
| 4 - Person Crew: | |

Notes:

1. This sheet to be used by Prime Consultant to calculate the Grand Total fee.

2. Manually enter fee from each subconsultant. Unused subconsultant rows may be hidden.

| | | | | | |
|---|---|---|---|---|---|
| SALARY RELATED COSTS: | | | | | $35,125.25 |
| OVERHEAD: | | 0% | | | $0.00 |
| OPERATING MARGIN: | | 0% | | | $0.00 |
| FCCM (Facilities Capital Cost Money): | | 0.00% | | | $0.00 |
| EXPENSES: | | 0.00% | | | $0.00 |
| Survey (Field - if by Prime) | 0 | 4-person crew days @ | $ - | / day | $0.00 |
| **SUBTOTAL ESTIMATED DESIGN FEE:** | | | | | **$35,125.25** |
| **SUBTOTAL ESTIMATED POST DESIGN FEE:** | | | | | **$0.00** |
| Subconsultant: | ARDURRA | | | | $0.00 |
| Subconsultant: | TERRACON | | | | $0.00 |
| Subconsultant: | T2 | | | | $0.00 |
| Subconsultant: | REED BURKETT | | | | $0.00 |
| Subconsultant: | VIBE | | | | $0.00 |
| Subconsultant: | QUEST | | | | $0.00 |
| Subconsultant: | INTERA | | | | $0.00 |
| Subconsultant: | FBT | | | | $0.00 |
| Subconsultant: | Sub 9 | | | | $0.00 |
| Subconsultant: | Sub 10 | | | | $0.00 |
| Subconsultant: | Sub 11 | | | | $0.00 |
| Subconsultant: | 7.5% Subconsultant Management | | | | $0.00 |
| **SUBTOTAL ESTIMATED FEE:** | | | | | **$35,125.25** |
| Geotechnical Field and Lab Testing | | | | | $0.00 |
| Survey Crew Days | | | | | $0.00 |
| **SUBTOTAL ESTIMATED FEE:** | | | | | **$35,125.25** |
| T2 PDS | | | | | **$0.00** |
| Terracon PDS | | | | | **$0.00** |
| Success Fee | | | | | $0.00 |
| **GRAND TOTAL ESTIMATED FEE:** | | | | | **$35,125.25** |

## ESTIMATE OF WORK EFFORT AND COST - PRIME CONSULTANT

| | | | |
|---|---|---|---|
| Name of Project: | South Selmon Capacity Project | Consult. Name | Archer Western |
| County: | Hillsborough County | Consult. No. | N/A |
| FPN: | Project No. O-2225 | Date: | 11/19/2025 |
| FAP No.: | Aesthetic Concepts Round 1 Partial Funding | Estimator: | N. Henderson |

| Staff Classification | Total Staff Hours From "SH Summary - Firm" | Construction Project Manager | Project Superintendent | Innovation Technical Advisors | Construction D-B Coordinator | Construction Superintendent | Segement Manager | Project Scheduler | Chief Estimator | Senior Estimator | Estimator | | | SH By Activity | Salary Cost By Activity | Average Rate Per Task |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | $268.22 | $309.44 | $417.24 | $186.47 | $292.12 | $176.40 | $267.96 | $327.02 | $254.80 | $210.83 | $0.00 | $0.00 | | | |
| Management Services | 19 | 5 | 5 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | $5,445 | $272.27 |
| Preconstruction Services | 20 | 5 | 4 | 4 | 4 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 20 | $5,975 | $298.74 |
| Cost Estimating | 12 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 3 | 5 | 0 | 0 | 0 | 12 | $3,667 | $305.60 |
| Project Schedule | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | $1,490 | $297.92 |
| **Total Staff Hours** | 55 | 13 | 10 | 10 | 11 | 0 | 0 | 2 | 6 | 5 | 0 | 0 | 0 | 57 | | |
| **Total Staff Cost** | | $3,486.86 | $3,094.40 | $4,172.40 | $2,051.17 | $0.00 | $0.00 | $535.92 | $1,962.12 | $1,274.00 | $0.00 | $0.00 | $0.00 | | **$16,576.87** | **$290.82** |

Check = $16,576.87

1. This sheet to be used by Prime Consultant to calculate the Grand Total fee.
2. Manually enter fee from each subconsultant. Unused subconsultant rows may be hidden.
3. Enter the rate for each classification in Row 9.

| | | | |
|---|---|---|---|
| SALARY RELATED COSTS: | | | $16,576.87 |
| OPERATING MARGIN: | 0.00% | | $0.00 |
| **SALARY RELATED SUBTOTAL:** | | | **$16,576.87** |
| Survey (Field - if by Prime) | 0.00 | 4-man crew day $ - / day | $0.00 |
| **SUBTOTAL - PRIME** | | | **$16,576.87** |
| **SUBTOTAL ESTIMATED FEE:** | | | **$16,576.87** |
| Optional Services | | | $0.00 |
| **GRAND TOTAL ESTIMATED FEE:** | | | **$16,576.87** |

**THEA Professional Engineering Consultant Services**
**Prime Agreement Number: O-00121B**
**Prime Agreement Directive Number: Purchase Order ________**
**TASK WORK ASSIGNMENT No: XX**

**Toll Systems Replacement Request for Proposals - OBOS Implementation Support through System Acceptance (January 2026 through October 2026)**

## 1.0 DESCRIPTION OF SERVICES

BCC Engineering (BCC) and Rummel, Klepper & Kahl, LLP (RK&K), "Subconsultant", as Professional Engineering Consultants for the Tampa-Hillsborough Expressway Authority (THEA), shall act as an extension of THEA staff to provide implementation support for the toll system replacement of the Operational Back Office System (OBOS).

## 2.0 SERVICES TO BE PERFORMED

RK&K will provide implementation support services for the THEA OBOS deployment oversight including any technical services as requested.

For the OBOS implementation support, RK&K will:

- Provide Overall Technical Support with Subject Matter Expert Staff and Attend Technical Coordination Meetings
- Review of Final System Design Documents and Provide Comment Logs
- Review of Test Plans, Scripts, and Reporting and Provide Comment Logs
- Review data migration interfaces and data migration implementation and Provide Comment Logs
- Participate in Testing Activities
- Attend Progress Meetings
- Review Project Schedule Updates and Provide Comment Logs

## 3.0 SERVICES TO BE PROVIDED BY THEA

THEA shall review the deliverables including the review comment logs, provide management of BCC and subconsultant staff, and arrange for quality control assurance.

## 4.0 LENGTH OF SERVICE

The planned sequence of events is January through October of 2026.

## 5.0 ESTIMATE OF SERVICE

The total upset limit of this task order shall be $260,524.92 as detailed in the attached summary of costs. Services are to be invoiced monthly with a status and progress report including an explanation of activities and services performed during the invoice period.

**Tampa Hillsborough Expressway Authority**
**On-Call Toll Operation Services**
**Contract No.: O-00121**
**HNTB Task Order: DS-551**

**<u>OBOS Implementation Support</u>**

**January 1, 2026 – June 30, 2026**

**Scope of Work**

## Purpose and Need

The Tampa Hillsborough Expressway Authority (THEA) has procured a Contractor to develop and implement a new Operational Back Office System (OBOS) to support their toll operations. The OBOS will replace the current Toll Back Office System (TOBS) in operation with THEA. HNTB's role on the Project, as requested by THEA, is to provide support and oversight to the development and implementation of the new OBOS.

HNTB's Scope of Work (SOW) in support of this Project includes management of the OBOS Contractor, contract management, overseeing the design of the OBOS, deliverables review, and coordination and planning of milestone testing events. HNTB will work with THEA, and at the direction of THEA, and in concert with their consultants in the provision of the following professional services for the implementation of the OBOS.

## Description of Services

## Task 1 – Project Management and Administration

- Regular Project status meetings with THEA and the OBOS Contractor project teams, including development or review of agendas and approval of meeting notes
- HNTB invoices and progress reports
- OBOS Contractor invoice review and validation
- Project controls, administration and risk management
- Document and deliverable management
- Program schedule development and management
- OBOS Contractor schedule review and management
- Contract management and compliance tracking

**<u>Task 1 HNTB Deliverables:</u>**

- Meeting agenda, notes, and action item lists

  **Note**: For all meetings lead by HNTB, HNTB will be responsible for developing and distributing meeting agendas and meeting notes. For any meeting not led by HNTB, HNTB will be responsible for reviewing meeting agendas and notes, and providing comments to THEA and OBOS Contractor.

- Project invoices and progress report
- Project records and files management in an online system specified by the THEA
- Document process management, including: OBOS Contractor deliverable tracking matrix comments and update recommendations (as necessary)
- Draft and approved program baseline schedule, and regular schedule updates
- Comments on draft and final monthly implementation progress reports (MIPR) and organizing comment resolution meetings (as necessary)
- Change control management, document processing and recommendations (as necessary)
- OBOS Contractor invoice review and approval packet production
- Risk matrix and issues list management, review comments and recommendations (as necessary)
- OBOS Contractor schedule review comments, recommendations for change (as necessary) and approval recommendations

## Task 2 – OBOS Design and Development Support

- Meeting coordination facilitation and/or participation
- Deliverable and document management
- OBOS requirements management
- OBOS design oversight and validation
- Attendance and participation in design-related workshops
- Coordinating and attending design-related meetings, including review of agendas and approval of meeting notes
- OBOS Contractor documentation deliverable review, comment and approval recommendations
- OBOS demonstrations attendance and participation
- Data migration oversight and validation
- Roadside toll collection system (RTCS) vendor coordination

**Task 2 HNTB Deliverables:**

- Meeting agenda, notes, and action item lists

  **Note**: For all meetings lead by HNTB, HNTB will be responsible for developing and distributing meeting agendas and meeting notes. For any meeting not led by HNTB, HNTB will be responsible for reviewing meeting agendas and notes, and providing comments to THEA and OBOS Contractor.

- Producing draft and final OBOS requirements conformance requirements document, if necessary
- Comments and approval recommendations on all draft and final OBOS Contractor deliverable documents and organizing comment resolution meetings (as necessary)
- Design workshop coordination, agenda review and comment, workshop meeting notes review and comment, and action item list development and tracking

- System demonstration review and participation, including agenda review and comment, demonstration meeting notes review and comment, and action item list development and tracking
- Managing modifications necessary to the Contract requirements related to workshops or design modifications throughout the duration of the Project, producing draft and final Contract Amendments for THEA review and approval

## Task 3 – OBOS Testing Oversight

- Coordinating and attending OBOS and OBOS-interfacing meetings, including review of agendas and approval of meeting notes
- Test plan and scripts review, comment and approval recommendations for testing events/milestones
- Overseeing OBOS test planning and demonstration events

**Task 3 HNTB Deliverables:**

- Meeting agenda, notes, and action item lists

  **Note**: For all meetings lead by HNTB, HNTB will be responsible for developing and distributing meeting agendas and meeting notes. For any meeting not led by HNTB, HNTB will be responsible for reviewing meeting agendas and notes, and providing comments to THEA and OBOS Contractor.
- Comments and approval recommendations for draft and final test plans and scripts for formal OBOS testing events

## Task 4 – Go-Live Planning and Transition Support

- Meeting coordination facilitation and/or participation
- OBOS manuals review, comment and approval recommendations
- Go-live planning and transition coordination with THEA, OBOS Contractor and external entities
- Go-live planning and transition plan review, comment and approval recommendations
- Reviewing and commenting on OBOS Contractor training plan and materials

**Task 4 HNTB Deliverables:**

- Meeting agenda, notes, and action item lists

  **Note**: For all meetings lead by HNTB, HNTB will be responsible for developing and distributing meeting agendas and meeting notes. For any meeting not led by HNTB, HNTB will be responsible for reviewing meeting agendas and notes, and providing comments to THEA and OBOS Contractor.
- Comments and approval recommendations for all draft and final OBOS manuals
- Comments and approval recommendations on draft and final training plan and materials

**Attachment A – Estimated Support Budget**

## SUMMARY FEE SHEET

**ATTACHMENT "A"**

PROJECT DESCRIPTION: Tampa-Hillsborough Expressway Authority
GEC CONTRACT NO. O-00121
CPMP HI-0254
PRIME CONSULTANT: **HNTB Corporation**

O-00121
**Operational Back Office System (OBOS) Implementation Support (1/01/26-8/30/27)**

| ACTIVITY | Sr. Technical Advisor | | Project Manager | | Senior Specialist | | Sr. Eng./Planner/ | | Proj. Engineer/ Planner | | Engineer/Planner | | Sr. Technician | | Clerical | | TOTAL | | Avg. Hourly Rate |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Staff Hours | Hourly Rate $ 121.12 | Staff Hours | Hourly Rate $ 108.87 | Staff Hours | Hourly Rate $ 88.64 | Staff Hours | Hourly Rate $ 72.64 | Staff Hours | Hourly Rate $ 58.72 | Staff Hours | Hourly Rate $ 45.44 | Staff Hours | Hourly Rate $ 58.48 | Staff Hours | Hourly Rate $ 31.84 | Staff Hours By Activity | Salary Cost By Activity | |
| Project Management and Administration | 0 | $0.00 | 309 | $33,639.87 | 0 | $0.00 | 0 | $0.00 | 0 | $0.00 | 0 | $0.00 | 0 | $0.00 | 0 | $0.00 | 309 | $33,640 | $108.87 |
| OBOS Design and Development Support | 0 | $0.00 | 429 | $46,703.90 | 0 | $0.00 | 0 | $0.00 | 0 | $0.00 | 0 | $0.00 | 0 | $0.00 | 0 | $0.00 | 429 | $46,704 | $108.87 |
| OBOS Testing Oversight | 0 | $0.00 | 84 | $9,144.82 | 0 | $0.00 | 0 | $0.00 | 0 | $0.00 | 0 | $0.00 | 0 | $0.00 | 0 | $0.00 | 84 | $9,145 | $108.87 |
| Go-Live Planning and Transition Support | 0 | $0.00 | 78 | $8,491.62 | 0 | $0.00 | 0 | $0.00 | 0 | $0.00 | 0 | $0.00 | 0 | $0.00 | 0 | $0.00 | 78 | $8,492 | $108.87 |
| Total Staff Hours / Total Salary [(SHxHR)] | 0 | $0.00 | 900 | $97,980.21 | 0 | $0.00 | 0 | $0.00 | 0 | $0.00 | 0 | $0.00 | 0 | $0.00 | 0 | $0.00 | 900 | $97,980.21 | $108.87 |

| | | | Total |
|---|---|---|---|
| | | Basic Activities Maximum Limiting Fees (Salary Costs) | $97,980.21 |
| | | Cost Elements & Additives | $0.00 |
| Direct Expenses | $13,000.00 | (a) 2.78 Multiplier | $272,384.98 |
| | | SUBTOTAL (Cost Elements applied to Basic Activities Fee): | $272,384.98 |
| | | (d) Direct Reimbursables | $13,000.00 |
| | | Total Project Cost: | $285,384.98 |
| | | **Budget Amount:** | **$285,384.98** |

Budget Estimate Assumptions:

- This budget spans 6 months, beginning January 1, 2026 and concluding June 30, 2026.
- This budget was developed using the latest version of the vendor schedule available at the time of creation, which has yet to be approved. Any changes in dates in the schedule (e.g. duration modifications, schedule delays, etc.) that is eventually approved my necessitate additional budget required to complete the tasks as outlined herein.
- HNTB will attend regular, recurring project status meetings with THEA, their consultants and the OBOS contractor.
- Document review will be varied depending on the size of the OBOS Contractor document/submittal, with document reviews running between 3 hrs to 8 hrs per document with at least 1 1-hour comment resolution meeting for each document.
- OBOS Contractor is able to obtain document approval with two (2) versions, a draft document and final version. If more draft reviews or comment resolution meetings are necessary, additional budget may be needed.
- HNTB is not required to be regularly (e.g. weekly) onsite at THEA's office throughout the duration of the Project.
- HNTB will be onsite at THEA's office to facilitate and participate in key project milestones (e.g. design workshops, formal testing planning and coordination efforts, etc.), and as requested by THEA.
- HNTB assumes between 6 to 10 trips will be necessary to support the OBOS implementation during this time period to cover finalizing of design, attend workshops and coordination meetings with THEA providers and interfacing agencies, review testing documentation and begin transition planning.